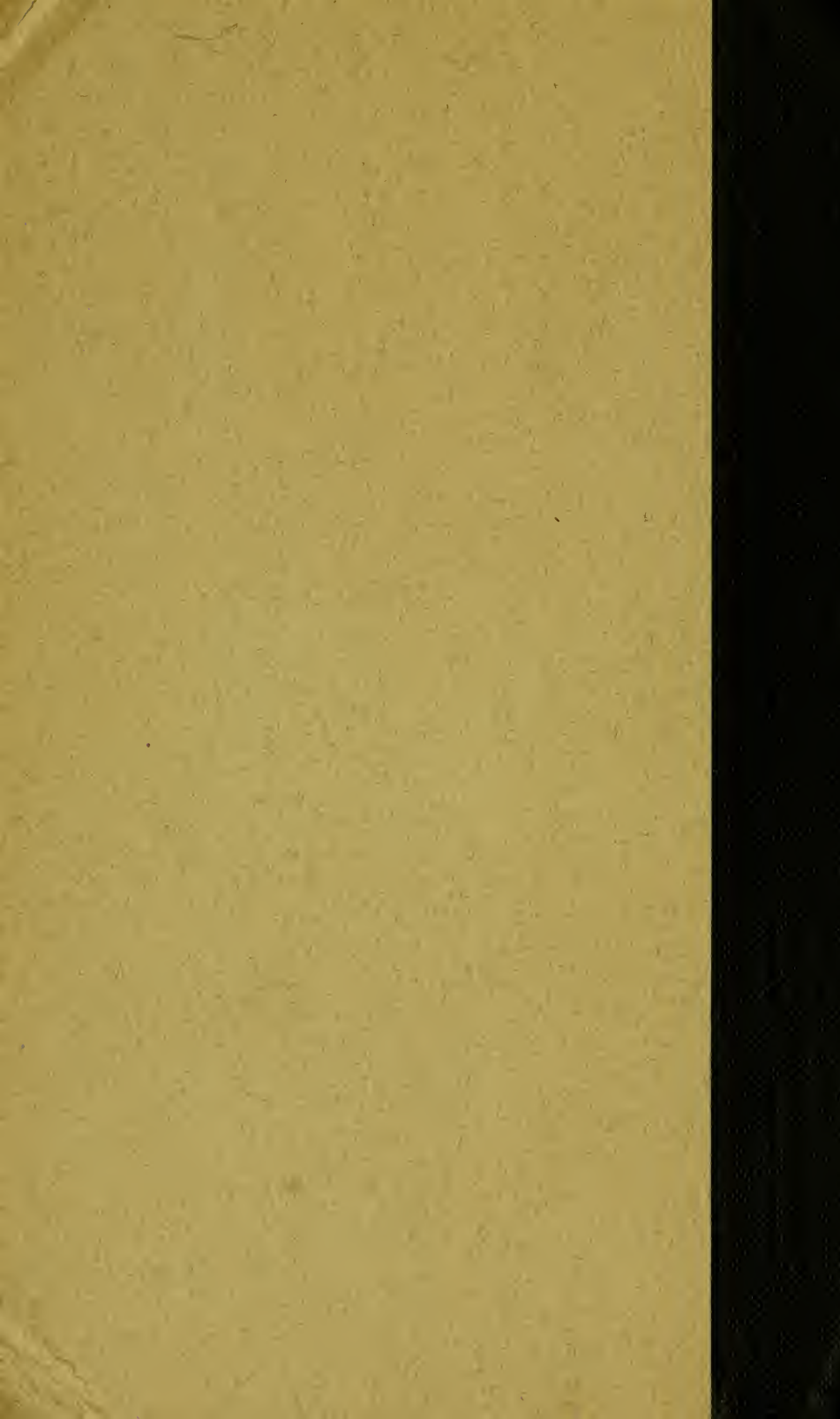


NA
9050
F04-



PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 2

THE GROUPING OF PUBLIC
BUILDINGS

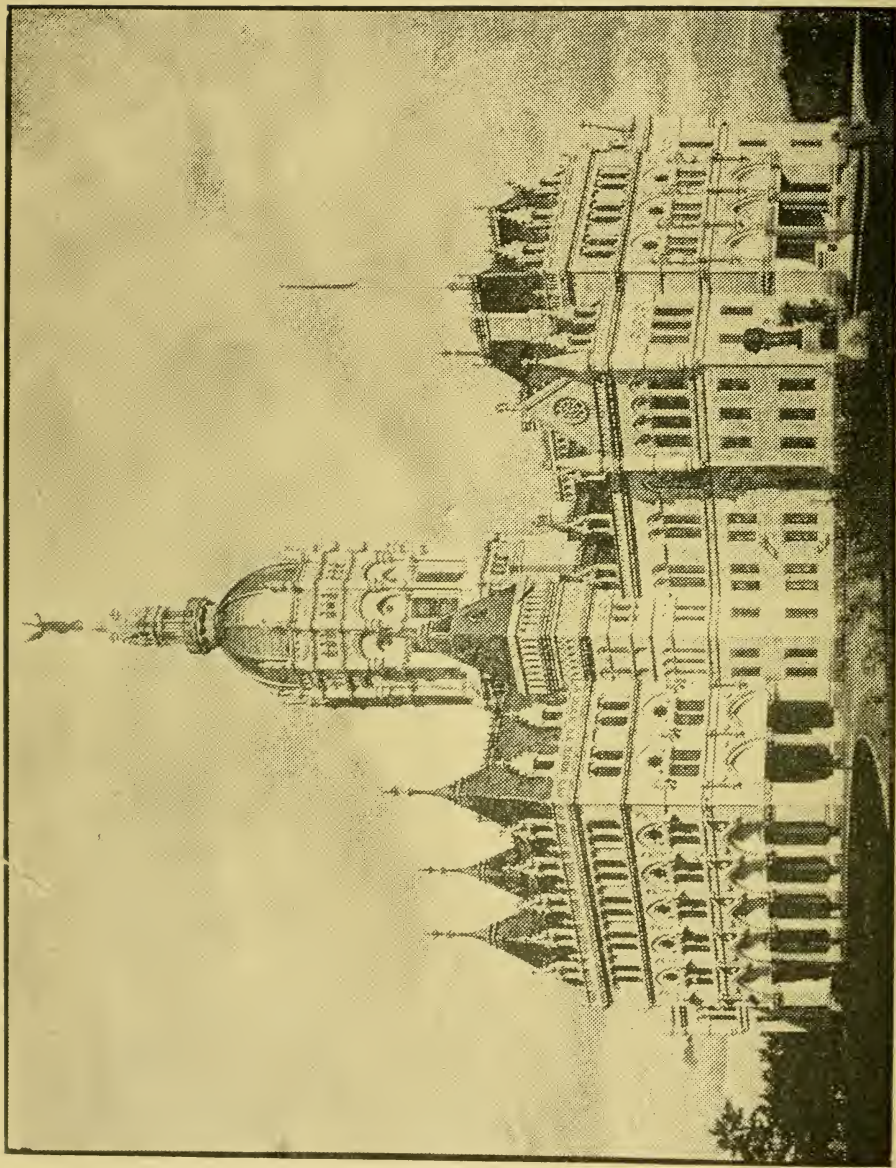
COMPILED BY
FREDERICK L. FORD
CITY ENGINEER, HARTFORD



ORGANIZED 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1904

NA
9050
F04



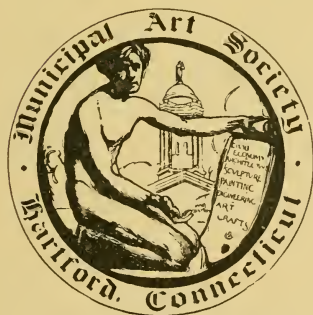
STATE CAPITOL, HARTFORD, CONN.

PUBLICATIONS OF
THE MUNICIPAL ART SOCIETY
OF HARTFORD, CONNECTICUT

BULLETIN No. 2

THE GROUPING OF PUBLIC
BUILDINGS

COMPILED BY
FREDERICK L. FORD
" "
CITY ENGINEER, HARTFORD



ORGANIZED 1904

HARTFORD, CONN.
PUBLISHED BY THE SOCIETY
1904

THE MUNICIPAL ART SOCIETY OF HARTFORD.

OFFICERS, 1904-1905.

President.

CHARLES NOEL FLAGG.

First Vice-President.

GEORGE S. GODARD.

Second Vice-President.

MRS. APPLETON R. HILLYER.

Third Vice-President.

FREDERICK L. FORD.

Treasurer.

CHARLES A. GOODWIN.

Secretary.

WALTER S. SCHUTZ.

DIRECTORS.

The Officers, the Chairmen of the Standing Committees, and the following:

MRS. M. TOSCAN BENNETT,
MORGAN G. BULKELEY,
LOUIS R. CHENEY,
ALBERT ENTRESS,
EDWARD J. GARVAN,
MRS. WALTER L. GOODWIN,

WILLIAM F. HENNEY,
MRS. JOHN M. HOLCOMBE,
GEORGE KELLER,
FLAVEL S. LUTHER,
MISS ANNIE E. TRUMBULL,
HENRY C. WHITE.

STANDING COMMITTEES.

Committee on Baths and Houses of Comfort.

PATRICK GARVAN, *Chairman*.

MISS EFFIE ABRAMS,
CLEMENT H. BRIGHAM,
JOHN F. GUNSHANAN,

MISS MARY G. JONES,
FRANCIS PARSONS,
EDWARD K. ROOT.

Committee on the City Plan.

GEORGE A. PARKER, *Chairman*.

HENRY R. BUCK,
F. SPENCER GOODWIN,

EDWARD T. HAPGOOD,
WILLIAM A. LORENZ.

Committee on Civic Centres and Public Buildings.

EDWIN D. GRAVES, *Chairman*.

MRS. CHARLES C. BEACH,
ALBERT S. COOK,
FREDERICK L. FORD,

CHARLES WELLES GROSS,
MRS. APPLETON R. HILLYER,
MISS ANNIE E. TRUMBULL.

Committee on Exhibitions and Competitions.

MRS. M. TOSCAN BENNETT, *Chairman*.

WARREN T. BARTLETT,
WALTER H. CLARK,

MRS. A. MERWIN GRAY,
MRS. JOHN M. PARKER, JR.

Finance Committee.

ALBERT ENTRESS,

EDWARD J. GARVAN.

172
7250
F04
Committee on Law.

EDWARD J. GARVAN, *Chairman.*

JOHN H. BUCK,	MORRIS OLDER,
L. P. WALDO MARVIN,	JOSEPH P. TUTTLE.

Committee on Legislation.

JOHN R. BUCK, *Chairman.*

M. TOSCAN BENNETT,	FRANK P. FURLONG,
JOSEPH BUTHS,	JOHN M. NEY,
WILLIAM H. CORBIN,	WALTER S. SCHUTZ,
HARRISON B. FREEMAN, JR.,	FRANK C. SUMNER,
ARCHIBALD A. WELCH.	

Committee on Membership.

ROBERT C. GLAZIER, *Chairman.*

MORGAN B. BRAINARD,	CHRISTOPHER JOHNSTONE,
MISS LOUISE B. HAAS,	MRS. ARCHIBALD A. WELCH.

Committee on Parks, Thoroughfares, and Play Grounds.

LOUIS R. CHENEY, *Chairman.*

MISS FRANCESCA A. HENKE,	THOMAS S. WEAVER,
MISS MARY RUSSELL,	ANDREW J. WELCH,
ALBERT L. WASHEURN,	MRS. G. C. F. WILLIAMS.

Committee on Permanent Work.

GEORGE KELLER, *Chairman.*

MRS. MORGAN G. BULKELEY,	FLAVEL S. LUTHER,
MRS. WALTER L. GOODWIN,	GEORGE S. TALCOTT.

Committee on Printing and Publications.

GEORGE S. GODARD, *Chairman.*

FRANK B. GAY,	WILLIAM H. SMITH,
CURTIS H. MOYER,	WILLIS I. TWITCHELL.

Committee on Street Fixtures and Advertising Signs.

ROBERT H. SCHUTZ, *Chairman.*

MISS MARY BULKLEY,	MRS. JACOB H. GREENE,
JOHN O. ENDERS,	FOSTER E. HARVEY.

THIS Bulletin contains a series of articles upon "The Grouping of Public Buildings" which has appeared during the past half year in the following Connecticut newspapers: *Connecticut Farmer*, *Bridgeport Farmer*, *Hartford Post*, *Hartford Times*, *Meriden Journal*, *New Haven Leader*, and *Waterbury American*. The arrangement of these articles and their preparation for the press was the work of Mr. Frederick L. Ford, City Engineer of Hartford and one of the Vice-Presidents of our Society.

Each article was written by a man eminently qualified by special training to treat of his particular subject, and the series forms such a valuable addition to the literature of municipal art that The Municipal Art Society of Hartford has asked permission to reprint the entire series as one of its official publications. It is hoped that a wider distribution of these articles may help to impress upon more of our American cities the advantages to be derived from grouping public buildings about some selected center.

WALTER S. SCHUTZ,
Secretary.

HARTFORD, December, 1904.

CONTENTS.

CONNECTICUT'S OPPORTUNITY,	7
Frederick L. Ford, Hartford, Conn.	
ADVANTAGES TO BE GAINED BY APPROPRIATE GROUPING,	21
J. G. Phelps Stokes, New York City.	
BERLIN'S CIVIC CENTER,	25
Milo R. Maltbie, New York City.	
EXTRACTS FROM "MODERN CIVIC ART,"	32
Charles Mulford Robinson, Rochester, N. Y.	
PARIS — THE CITY BEAUTIFUL,	36
Milo R. Maltbie, New York City.	
A CIVIC CENTER AT PROVIDENCE, R. I.,	44
George A. Parker, Hartford, Conn.	
THE IMPORTANCE AND VALUE OF CIVIC CENTERS,	49
Guy Kirkham, Springfield, Mass.	
THE "RINGSTRASSE" OF VIENNA,	54
Milo R. Maltbie, New York City.	
CLEVELAND'S CIVIC CENTER,	59
George A. Parker, Hartford, Conn.	
THE COLLEGE YARD AT HARVARD UNIVERSITY,	68
Arthur A. Shurtleff, Boston, Mass.	
CIVIC CENTERS IN EUROPE,	74
Milo R. Maltbie, New York City.	
WASHINGTON CITY. THE DIGNITY AND BEAUTY OF THE ORIGINAL PLAN, . .	79
Glen Brown, Washington, D. C.	

CONNECTICUT'S OPPORTUNITY.

THE STATE CAPITOL AT HARTFORD TO BE THE CENTER OF A CONSPICUOUS GROUP OF PUBLIC BUILDINGS.

By FREDERICK L. FORD.*

One cannot think of Berlin without her Unter den Linden; the Ringstrasse lined with imposing public buildings is the chief glory of magnificent Vienna; the harmonious grouping of state and municipal buildings about squares and upon tree-lined boulevards makes Paris the most attractive city of Europe. Does not our Capitol-crowned Bushnell Park likewise give Hartford the right to claim high rank among the beautiful cities of America? Here we have a striking example of a magnificent building made more imposing by the beauty and harmony of its setting.

PERPETUAL PROTECTION TO A \$5,000,000 INVESTMENT.

As nearly as can be determined, Bushnell Park with its various decorations, the State Capitol, the Memorial Arch, the Ford Street Bridge, etc., represents an expenditure to the State of Connecticut and City of Hartford of over five millions of dollars. With this large investment handed down to us as a most valuable heritage, is not the future development of the property surrounding this asset of vital importance to every citizen of Connecticut? Is not the obligation of still greater importance to the residents of Hartford who are the local trustees of this great trust?

The question of protection alone to this great investment is one which should receive most careful consideration in determining what disposition should be made of the roundhouse property.

Without any apparent effort to follow a comprehensive scheme in the development of Bushnell Park, a large share of the investment has been concentrated on or around West Bushnell Park, thus forming a prominent group of public and semi-public structures. The erection of these has protected the State Capitol from the encroachment of private interests and objectionable surroundings.

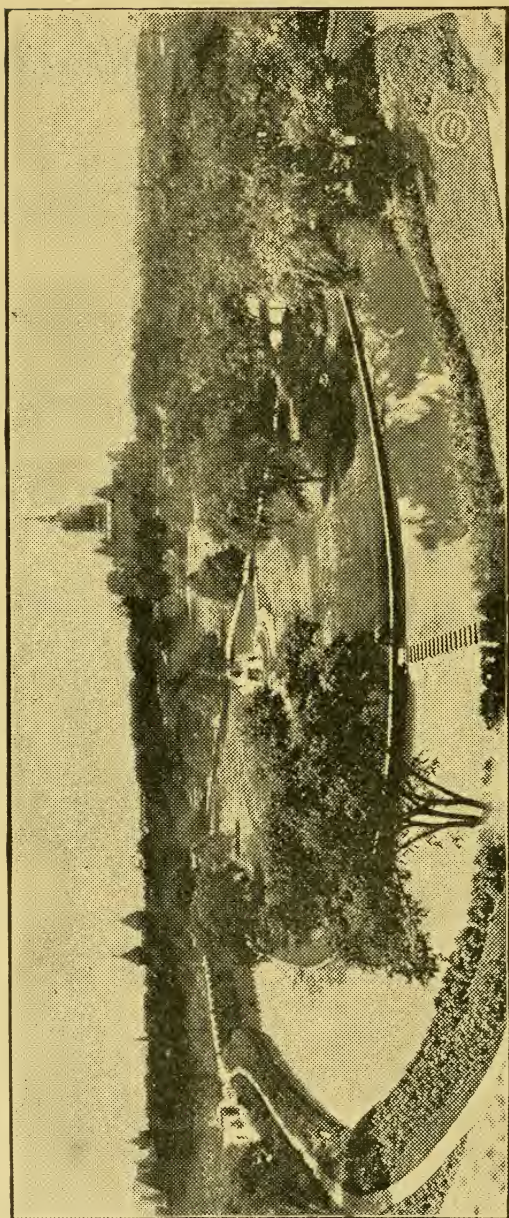
On the north the State Capitol is amply protected by the spacious grounds of Bushnell Park extending across Park River to Asylum Street. With the construction of the new insurance build-

* City Engineer, Hartford, Conn.

Y. M. C. A.
Building.

Ford Street Bridge
and Memorial Arch.

State Capitol.



Corning Electric Fountain.
Stepping-stones Dam.

VIEW OF BUSHNELL PARK FROM ASYLUM STREET.
[By Permission of the Commercial Panoramic Photo Company.]

ing on the east of the Capitol, increased protection will be provided on the Trinity Street side. On the south the action of the State Capitol Commission in purchasing the Trinity College land insures the erection here of a state building in harmony with the State Capitol and other improved surroundings.

On the west the situation is somewhat different. For many years this property has been occupied by the repair shops and roundhouse of the Consolidated Railroad, which have not only detracted from the beauty of the Capitol and the park, but have been seriously detrimental to both.

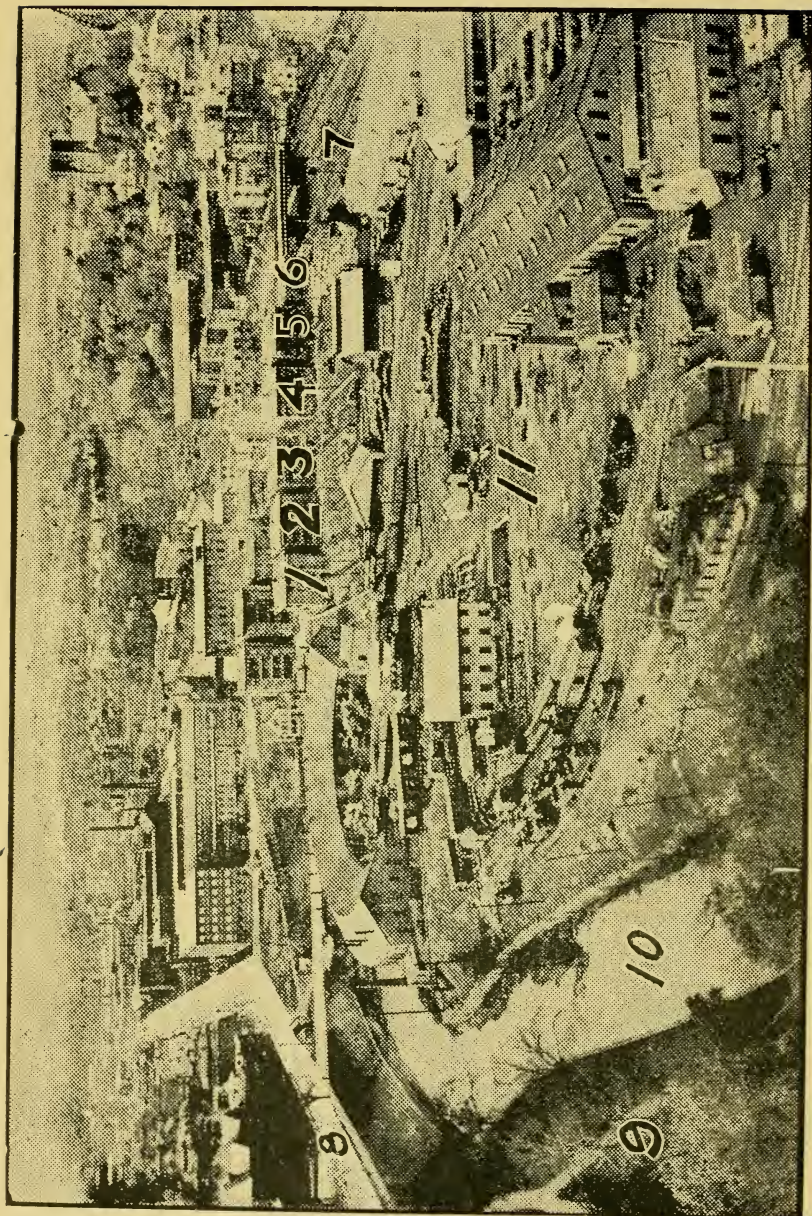
REMOVAL OF SKILLED MECHANICS FROM RAILROAD SITE MEANS ITS ABANDONMENT FOR RAILROAD PURPOSES.

The appearance of my first article on the solution of the armory site problem, in which the suggestion was advanced for the adoption of the roundhouse site for the location of the state armory, raised the question as to the attitude of the Consolidated Railroad regarding such a disposition of this property. It was even stated by one closely connected with the management of this road that it would never consent to such a proposition. Whatever doubt or uncertainty may have existed up to this time, it was quickly dispelled by the following frank statement from President Mellen, in reply to an inquiry from a member of the Armory Commission regarding the sentiment of the Consolidated Railroad toward such a disposition of their roundhouse property: "Personally, I may say to you that I shall be in favor of such a disposition of the site as you suggest. I think it to the interests of the City of Hartford that such a plant should be located elsewhere, and I believe the disposition you have in mind of the property will certainly add very greatly to the attractiveness of the Capitol grounds, a result which should appeal to all of our people, and I trust it will."

Following this statement came the purchase of the Central New England Railroad, and other changes and improvements in the great Consolidated system as startling to the ordinary layman as they were stupendous.

With this great transition in equipment and operation also came changes equally as great in the concentration of their operating plants and in the distribution of their skilled mechanics to economic railroad centers. In this readjustment the skilled mechanics employed on the roundhouse property were transferred from Hartford to the East Hartford and New Haven shops.

I apprehend from the great changes which have taken place since President Mellen assumed the management of the Consolidated system that he does not consider a restricted area, like the roundhouse site, in the heart of a great city, a proper place for the



PRESENT VIEW OF THE ABANDONED ROUNDHOUSE SITE FROM THE STATE CAPITOL.

1, 2, 3, 4, 5, and 6, properties on the east side of Broad street not owned by the Consolidated Railroad. 7, Tracks of the New York, New Haven & Hartford Railroad. 8, Capitol avenue with double track trolley facilities. 9, Bushnell park. 10, Park river. 11, Proposed location for state armory.

successful operation of a maintenance plant of so great a railroad. I am more fully convinced than ever that his removal of the skilled mechanics from the roundhouse site means its permanent abandonment for railroad purposes.

MOST ACCESSIBLE LOCATION FOR RAILROAD AND TROLLEY FACILITIES.

From the detailed report of the Armory Commission appointed by Governor McLean one would naturally infer that an ideal location for a building of this character must be adjacent to a railway station and tracks. Of the location directly opposite Union Station, agreed upon unanimously by this commission as the "only site within the limits of the city most perfectly adapted to the requirements of the city," the report says: "It is adjacent to the railroad and a spur track could be run from the main line of the railroad directly to the arsenal — in itself a matter of great importance, both in the saving of expense and for other reasons which will suggest themselves."

"The proximity of the railroad station itself would be a great saving in expense over that incurred by the conditions existing to-day." Is it possible that within two short years the military requirements which then existed have so radically changed that now the new armory must be located still further away from the railroad and legislative centers, thereby incurring additional expenses in transportation, loss of time, and absolutely precluding the use of a spur track from the main line of the railroad?

I have been informed that the roundhouse location was seriously considered by the McLean commission, and that the chief reason why it was not recommended at that time as the most desirable location was due to the general impression that the Consolidated Railroad would not abandon this property for any reasonable consideration.

If the new armory to be located in Hartford was a municipal affair I can readily appreciate that it would not be essential to have direct railroad accommodations. But as it is to be a state building the saving of time and expense in the mobilization and entraining of troops for service outside of Hartford is a most essential consideration.

On the roundhouse site the new armory can be directly connected with the main line from either direction by spur tracks, without crossing any city highway. It is close to Union Station, the great railroad gateway of Hartford, so that military visitors can arrive and depart with the greatest ease. It is accessible to the trolley lines on Asylum Street and Capitol Avenue, and can be quickly reached from all directions.



PLAN SHOWING THE LOCATION AND AREAS OF THE DIFFERENT STATE ARMORY SITES.

1. State Capitol. 2. Union Station. 3. City Hall. 4. Present Armory site, 1.0 acres. 5. Union Place—High Street site, 1.8 acres. 6. Main street site, 2.5 acres. 7. Proposed Roundhouse site, 12.5 acres.

REDUCED FIRE HAZARD AND INCREASED FIRE PROTECTION.

The great Baltimore fire demonstrated the fact that no form of modern fireproofing or slow-burning construction can entirely withstand the heat from such an enormous conflagration. It was clearly shown by that bitter experience that no matter how much care is used in the design or construction of public buildings still greater care must be exercised in the selection of their location if such structures are to be reasonably safe from like disasters. They must be placed, if possible, with an abundance of room about them, so that the chance of their being fired from adjacent burning structures is minimized. Their isolation from other buildings is also desirable, because the opportunity for successfully fighting fires originating within the buildings themselves depends largely upon the available surrounding space. If cramped for room, the difficulty is increased; if ample, it is greatly reduced.

It is a difficult proposition in our densely populated American cities to find locations for public buildings which are sufficiently roomy. If the location considered is near the business center, the excessive cost of real estate due to its increasing value for commercial purposes often precludes its adoption. If located in the midst of city blocks, with insufficient grounds, the fire hazard presents an equally serious difficulty. This danger may not be apparent from the burning of a single structure, but when a whole block or blocks become enveloped in flames, as most forcibly illustrated by Baltimore's experience, the combined combustion produces such an enormous heat that practically no modern fireproof building can be saved unless surrounded by ample grounds.

YEARLY SAVING IN TAXES ON AT LEAST \$100,000.

So far as the annual saving in taxes is affected by the location of the new armory, only the taxpayers of Hartford are directly interested. To them, however, this matter should be of vital importance, in view of the large expenditures which will be called for within the next few years by public improvements to which the city is already committed.

On the Main Street site, the price agreed upon for the properties to be taken is \$139,511.66.

If the roundhouse location is adopted, the only property which will be removed from the taxable list is now assessed at \$26,900. This property is located on Broad Street, and can no doubt be purchased for \$39,511.66.

Assuming that the increment in value between these properties will be uniform, which is really unfair, because the Main Street property will advance much faster, the City of Hartford will annually lose taxes on at least \$100,000 by the adoption of the Main

Street, rather than the roundhouse site. Is not this an item in favor of the roundhouse site for the location of the State Armory which is worth considering?

OPPORTUNITY FOR COMPLETING A MAGNIFICENT GROUP OF PUBLIC BUILDINGS.

From articles on the Grouping of Public Buildings in the series recently published, sufficient evidence has been produced to convince the most conservative student in civic affairs, that the artistic grouping of public buildings in and around beautiful parks with harmonious surroundings, accomplishes more to bring a city nearer to the ideal than any other form of municipal development.

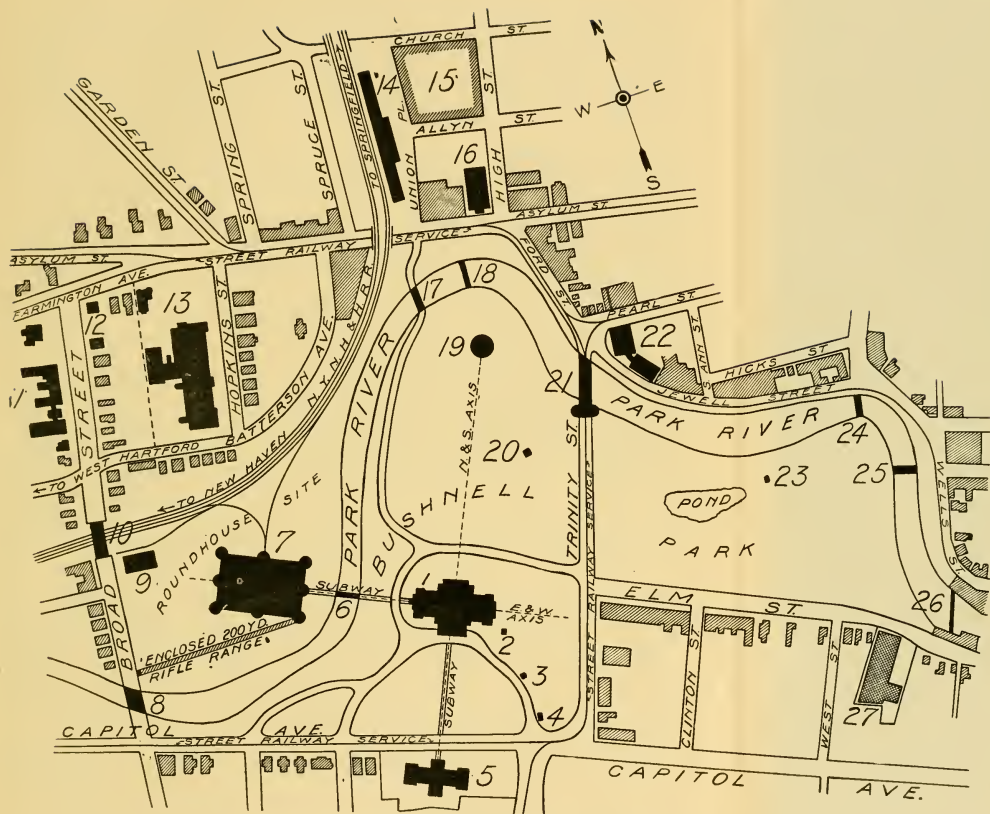
In all of the European and American cities mentioned, the underlying principle is one and the same, the difference in each case being one of degree only in the thoroughness or elaborateness with which each has been carried to its present state of perfection.

In the location of expensive public buildings, we must not forget that we are building for posterity, and what is for the best interest of the city and the public as a whole, should far outweigh all other considerations.

With all of the money which has been invested in public and semi-public buildings in and around Bushnell Park, I believe it would be an unpardonable mistake to neglect to take advantage of the opportunity which the roundhouse site offers, for adding one more monumental structure to this conspicuous group.

On the north from the State Capitol, there are the Union Station, Park Church, and the Corning Fountain,—to the east the Y. M. C. A. Building and the Ford Street Bridge and Memorial Arch, a combination of engineering and architecture universally admired. On the south there will be the new State Library or State Office Building. Across the railroad tracks to the northwest, there is rapidly developing a great educational center, consisting at the present time of our beautiful High School, and several buildings of the Hartford Theological Seminary and School of Religious Pedagogy. Thus, without any apparent effort, several religious and educational institutions have been grouped about our State Capitol Building, each one adding to the attractiveness and prominence of the West Bushnell Park group.

The purchase of the roundhouse site for military purposes would place the State Armory where it properly belongs, to the west of the State Capitol, where it will perpetually protect this building from the erection of objectionable structures and take its place as a member of what will become the famous West Bushnell Park group.



PLAN SHOWING THE GROUPING OF PUBLIC BUILDINGS AROUND THE STATE CAPITOL AT HARTFORD.

Key to Plan.

1. State Capitol. 2. Statue of Colonel Thomas Knowlton. 3. Statue of Governor Richard D. Hubbard. 4. "Petersburg Express" Monument. 5. Proposed State Library Building. 6. Proposed Bridge, carrying Sidewalk and Subway. 7. Proposed State Armory. 8. Broad Street Bridge over Park river. 9. Proposed State Heating Plant. 10. Broad Street Bridge over Railroad. 11. Hartford Theological Seminary. 12. Hartford School of Religious Pedagogy. 13. Hartford Public High School Buildings. 14. Union Station. 15. Armory Site proposed by McLean Commission. 16. Park Church. 17. Highway Bridge over Park River. 18. Stepping Stones Dam. 19. Corning Electric Fountain. 20. Statue of Israel Putnam. 21. Ford Street Bridge and Memorial Arch. 22. Y. M. C. A. Building. 23. Statue of Horace Wells. 24. Trumbull Street Foot Bridge over Park River. 25. Mulberry Street Foot Bridge over Park River. 26. Daniel's Dam. 27. Present State Armory.

NEW RAILROAD IMPROVEMENTS WILL HELP ACCOMPLISH THIS
RESULT.

Notwithstanding the many adverse criticisms heard during the past year regarding our Union Station and its unsightly surroundings, the time has not yet arrived for extensive improvements in this vicinity. It is unreasonable to expect that these changes will be made during the life and usefulness of the expensive steel viaduct approach to the station.

When permanent improvements are made around Union Station, the third rail and trolley service will be so thoroughly and so extensively developed in this vicinity, that much closer connections with the steam railroad service, and an abundance of room will be required for quickly and safely handling the enormously increased traffic. With these improvements will come additional tracks, especially for the third rail service, more direct connections with the trolley lines, and a large station which will be a credit to the Capital City of our state.

There will no doubt be a great diversity of opinion as to the most favorable location for this new station when the time arrives for its construction, but I believe it is safe to assume that it will be placed somewhere in the district bounded by Union Place, Church Street, Spring Street, and Asylum Street. If so, it would also become a member of the West Bushnell Park group, and be designed with that end in view.

ROOM FOR ARMORY, DRILL GROUNDS, 200-YARD RIFLE RANGE, AND
CENTRAL HEATING PLANT.

The roundhouse site contains about 12.5 acres. A fair idea of its size can be obtained by comparing it with the Union Place-High Street site, which contains only 1.8 acres, or with the suggested Main Street location, which contains but 2.5 acres, just one-fifth that of the roundhouse site.

In addition to the State Armory, there is therefore ample room upon the roundhouse site for drill grounds for the use of the local companies, an enclosed 200-yard rifle range, and a large state heating plant.

The armory could be placed approximately as shown on the accompanying plan, with its center line on the east and west axis of the State Capitol. It could be connected with the Capitol by a spacious sidewalk passing over Park River by means of a graceful masonry arch in perfect architectural harmony with the two buildings which it connects. Underneath this walk an electric lighted subway could be arranged connecting the basements of the two buildings, for use during inclement weather. This subway could be approached from either end by elevators running to the basement floors.

The armory should be made as large as necessary for the proper accommodation of the local troops. Its architectural design and the material used in its construction should harmonize with the State Capitol and High School.

Around this building there would be ample room for drilling all of the local troops.

During public functions, like the inaugural ball, this area and the adjacent streets, Broad Street and Capitol Avenue, could be used to good advantage by carriages, and the interference with city traffic would be much less annoying than on a large, busy avenue like Main Street.

The roundhouse site is of sufficient depth for the construction of an enclosed 200-yard rifle range, another advantage over any other site yet considered. The shooting stand could be located in the tower at the southeast corner of the building, as shown on the accompanying plan. The high bank at Broad Street would be a good location for the butts.

A central heating plant, capable of heating the Armory, State Capitol, and new Library Building, could well be located near the Broad Street bridge and adjacent to the railroad tracks. All of the coal necessary for heating these large buildings could then be brought by rail direct from the mines to the bunkers, and a large expense for team haul, and wear and tear on our city streets avoided. The refuse from the operation of this plant could be economically removed in a similar manner. The pipe conduit from this plant to the Capitol could be arranged along one side of the Armory-Capitol subway, where it could be easily inspected and repaired when necessary. It could also follow a similar subway connection between the Capitol and Library building, passing under the south lawn and Capitol Avenue. The operation of a plant of this character would greatly reduce the annual expense of heating these three large buildings. Such a system of heating corresponds with the best professional practice.

REMOVAL OF HEATING PLANT FROM STATE CAPITOL BUILDING AN URGENT NECESSITY.

It has been a good many years since our State Capitol was completed, and I have no doubt that its heating plant is properly inspected and kept in first-class condition. However, one cannot help feeling with anxiety, what an enormous damage might be done to this beautiful building in a very short time if anything should go wrong with this plant.

With the best kind of a heating system, the personal equation enters into its operation to such an extent that the state is taking an unwarrantable risk in continuing such a fire hazard, when it can be abolished by the adoption of a central heating plant.

An abandonment of the State Capitol heating plant, and removal of the coal bunkers, would relieve this building of much noise and dust, and furnish additional storage capacity in the basement.

The modern tendency in the erection of public buildings where a large investment is at stake, or where many lives are endangered, is to isolate the heating plant in a building by itself at some distance from the main building.

In the erection of the new Minnesota State Capitol, which is nearing completion at St. Paul, a large power plant has been constructed at some distance from the capitol. The piping system and wire cables between these two modern designed buildings are carried through an ingeniously designed subway similar to the ones proposed for the Connecticut Capitol. The drift of public sentiment in this direction is further indicated by the following clipping from an article by the special correspondent at Washington to the *New York Evening Post* of July 25, 1904:

"A central heating and power station for the fourteen great public buildings west of the Patent office, is a project on which Prof. S. H. Woodbridge, of the Massachusetts Institute of Technology, is now making a study. The advantages in economy of operation and of space, of one central plant, is most manifest. The exhaust steam from the engines which supply the power would do most of the heating of the building during the winter season, an item of economy which is now for the most part disregarded."

"Professor Woodbridge is studying the various locations proposed for the central plant. He believes that it will be feasible to supply from this station, the White House, the State, War and Navy building, the Treasury, the new Municipal building, the city and general postoffice, and others as they come along. He would install the most economical methods of turning coal into heat and power, and believes that a large saving would result."

Throwing aside all other arguments in favor of the use of the roundhouse property as indicated, this one of heating alone, from the standpoint of safety and economy, should receive careful attention.

INCREASED EFFICIENCY AND CO-OPERATION OF THE STATE DEPARTMENTS.

An eminent student and critic upon civic affairs, J. G. Phelps Stokes of New York City, says: "The grouping of the principal public buildings of a municipality, conduces to efficiency and dispatch in the administration of the public business, and in many ways conduces to the convenience of the people. Close co-operation between the departments of a city is essential if the most efficient public service is to be had; and close co-operation is more easy and

more likely to be had, and less likely to be evaded where distances are eliminated and with them constantly occurring opportunities for postponements and excuses, and occasions for vexatious delays."

"From the standpoint of the personal convenience of the ordinary citizen, also, such concentration is desirable, for the same reason that the department store is of great convenience to the average purchaser, and for the same reason that it is desirable from a purely business standpoint that the leading houses in mercantile or financial lines be concentrated in their respective districts."

No one can deny the strength of these arguments. With the state buildings arranged in a group in close proximity to each other the different state officials will be in close communication, and there will be an incentive for more frequent consultations, which will result in a wider acquaintance with the detailed workings of the various departments. Increased knowledge in state affairs means increased efficiency among state employees.

THE PROTECTION AND PRESERVATION OF THE EXTERIOR FEATURES OF THE STATE CAPITOL.

If the plan of the State Sculpture Commission for further improving the exterior of the State Capitol building by the addition of statuary and other decorative features, at the expenditure of several hundred thousand dollars, is authorized by the state, this will be an additional, but no less important reason for the perpetual protection of this building from all surrounding agencies which will in any way injure or impair its architectural features or wearing qualities.

It is therefore most essential that some action should be taken by the state toward securing the roundhouse property, in order that the State Capitol building may be permanently protected on the west, the one remaining unprotected side.

EXCEPTIONALLY ADVANTAGEOUS LOCATION.

With so many powerful arguments in favor of the roundhouse site for the location of the State Armory, I cannot understand why any site less favorably situated should be seriously considered. I cannot see what desirable features any other site possesses over those of the roundhouse property.

This site is abandoned and for sale at a fair appraisal. The State of Connecticut has the first option upon its purchase. If it does not accept it, I do not apprehend that the Consolidated Railroad will allow this property to lie idle long. In that event, it is difficult to anticipate how it will be divided, who will purchase it or what disposition will be made of it by the new purchasers. Can the State of Connecticut, with its enormous investment, afford to let such an opportunity pass?

ADVANTAGES TO BE GAINED BY APPROPRIATE GROUPING.

BY J. G. PHELPS STOKES.*

The proposal to establish throughout our municipalities, as need and opportunity arise, groups of public buildings, each building in harmonious architectural relation with the other members of the group, and each in wise social or utilitarian relation to the requirements of the neighborhood in which the group is situated, is worthy of wider consideration than it has hitherto received.

Each year sees vast sums of money expended upon municipal improvements; parks and playgrounds are laid out, courthouses, libraries, schools, and baths are erected, and gradually objects of public utility and of more or less beauty are scattered about in our communities, but too often amid commonplace surroundings. Public buildings, parks, and plazas, placed each in isolation by itself, and bearing no group relation the one to the other, fail of their fullest usefulness. Each loses the advantage that would be derived if its environment were beautified and dignified by the presence of the others.

When beautiful buildings are grouped together, each contributes beauty to the setting in which the others appear, each adds to the dignity of its neighbor, and if the architectural treatment of the group has been wise, each element is in harmony with its environment, a condition which does not often exist where beautiful objects of any kind are scattered helter-skelter. Appropriate surroundings are evidently essential if the beauties of an object are to be fully appreciated and enjoyed.

If public buildings are grouped in or facing upon public squares or park lands, especially great advantages are secured; for, as has been often shown, the attractiveness of a park is increased by the presence in it, or facing upon it, of beautiful buildings; and when the buildings are of a public character, the beauties of the park are enjoyed not merely by pleasure seekers, but also by all persons who seek the buildings in the course of the day's occupation. The park, furthermore, adds to the beauty of the buildings, removing them from the noise and turmoil of the streets, and exhibiting them amid lawns and foliage and pleasant landscapes and at a sufficient distance for their proportions to be appreciated and enjoyed.

When a municipality plans the creation simultaneously or in close succession, of several public buildings and a park or plaza,

* Chairman of the Committee on Civic Centers of the Municipal Art Society of New York

exceptional opportunities arise for the grouping of these in such manner as to form an harmonious whole in which architectural and park features would be so correlated as to form a "civic center" that would be a joy to the people and a stimulus to civic pride and public spirit.

Never has there been more civic pride and more public devotion to the public interests than in the more prosperous days of Athens and Rome, when the beautiful plazas and public buildings of the Acropolis and Forum furnished unparalleled encouragement to the people to come together and mingle, and share in similar thoughts and joys and griefs, and become united in common interest in the common weal. That this public spirit in Athens and Rome was short-lived was perhaps not unnatural, for the imperfect democracy then prevailing permitted concentration of power in the hands of an unscrupulous few, who, demoralized by power and greed and desire for personal ascendancy, jeopardized and sacrificed the interests of the people in seeking personal gain or gratification. Furthermore, in the more prosperous days of Athens and Rome, as in those of other capitals, an excess of beauty and of luxury owned privately by the leaders or rulers of the people and selfishly enjoyed by them, fostered sensuality and led through private to public demoralization, weakening the social structure and separating men into self-seeking groups and factions that were heedless of the welfare of the whole. Excess of beauty selfishly enjoyed develops selfishness everywhere, leads to social narrowness and subordination of the interests of the people, and to the development of purely self-centered desires detrimental to public progress and subversive of justice and morality. Where beauty is enjoyed publicly and habitually by large numbers of people together, the results are quite different; their selfish and sensuous tendencies are in large measure superseded, and less dominant, and socializing, humanizing influences prevail.

Where public buildings are grouped along the sides of public boulevards or parkways or broad avenues, great advantages are secured, similarly, especially if the more important buildings are placed at the ends of the avenues, facing down them, so that they can be enjoyed from a distance. The greater the distance from which such groups can be appreciated, the greater the advantage to the public, for the larger will be the number of the citizens who will enjoy the beauties of the group while passing along or across the avenues in the ordinary course of the day's work or recreation. If a beautiful building is hidden in a narrow or obscure street, few see it without making a special visit to it, and even then it is seen at too close range, and consequently its beauty and merit fail of their fullest usefulness.

The proper grouping of the principal public buildings of a

municipality conduces also to efficiency and dispatch in the administration of the public business. Close co-operation between the departments of a city is essential if the most efficient public service is to be had; and close co-operation is more easy and is more likely to be had and less likely to be evaded where distances are eliminated and with them constantly occurring opportunities for postponements and excuses, and occasions for vexatious delays. From the standpoint of the personal convenience of the ordinary citizen, also, such concentration is desirable, for the same reason that the department store is of great convenience to the average purchaser, and for the same reason that it is desirable from a purely business standpoint that the leading houses in mercantile or financial lines be concentrated in their respective districts.

Where the simultaneous or closely successive erection of schools and playgrounds and baths is in contemplation, many of the advantages to be derived by grouping them are very evident. Clearly, public playgrounds should when possible be near the schools; public libraries should similarly be easily accessible to teachers and to pupils. The propriety of placing public baths and gymnasias near at hand, also, is similarly apparent. Why not make a common practice of grouping such public buildings as are naturally related in function to one another, around open park spaces—however small—where grass and trees and flowers can be suitably protected and enjoyed, and where benches can be provided, and where on frequent pleasant evenings outdoor music can be enjoyed?

It costs no more to group buildings and parks and playgrounds, than to scatter them about indiscriminately. Great economy is often involved in such grouping, particularly if all the land required for the proposed improvements can be purchased at once. There is no economy in first creating a small park or a beautiful building, thus enhancing the value of the surrounding property, and then waiting as we often do, for the consequent rise in values before buying additional property alongside, for the erection of the other improvements required. It would usually be more economical to buy an adequately large tract at the outset, and to secure to the city the enhanced values to be derived from its partial or complete improvement, than to buy a little at a time, paying each successive vendor a larger price in compensation for the progressively enhanced values which in such cases the municipality itself creates.

The wider the public enjoyment of the beautiful features of a city, and the larger the numbers of people who enjoy those beauties together, the wider the mutual thoughts and feelings and interests that arise; and this tends to the development of a wider social morality. When we enjoy things together we for the time being feel and think together, and the more often we share the same thoughts and emotions the more unified in thought and feeling we become.

It is principally when we think and feel for and by ourselves alone that social injustice spreads, and with it the bitterness and ill-feeling that are its natural consequents and that spread discord and disorder.

From whatever point of view considered, the wise grouping of public buildings, and their proper disposal in or about public parks, playgrounds, or plazas, or facing down broad avenues, is advantageous, and conducive to the public welfare.

BERLIN'S CIVIC CENTER.

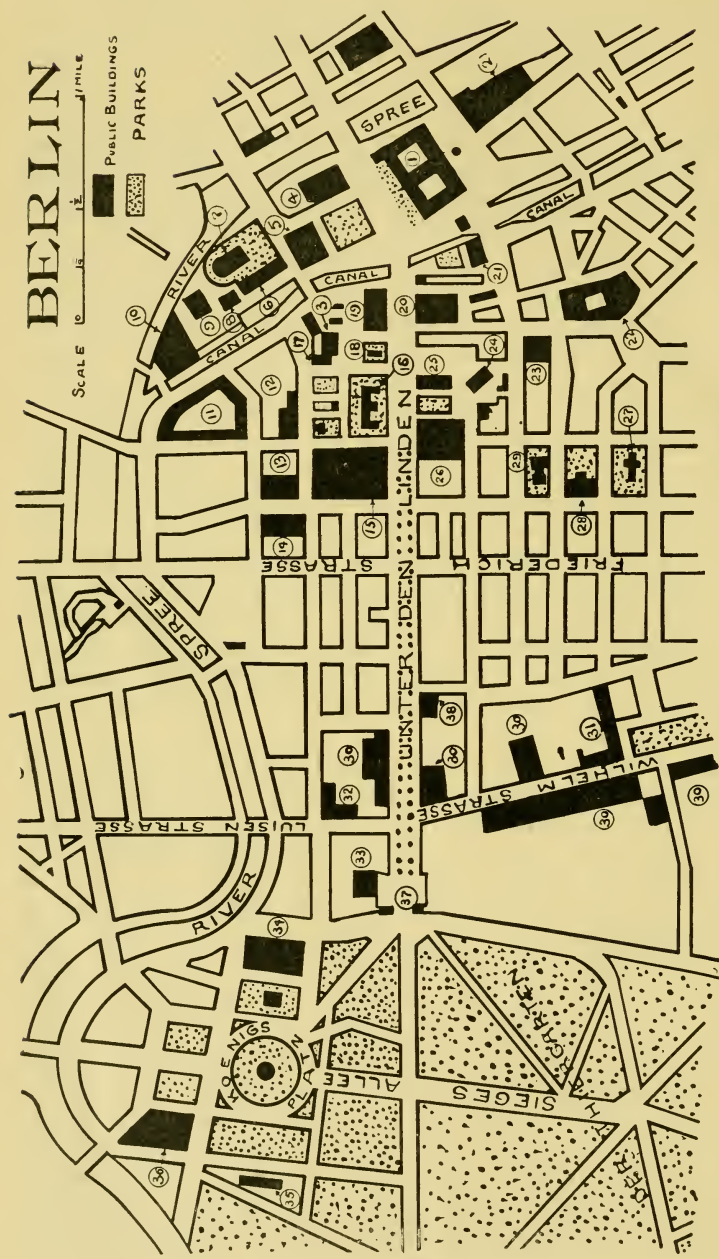
BY MILO R. MALTBY.*

What Boston Common, Faneuil Hall, Old South Meeting House, the Old State House, and Copley Square, are to the Bostonian; what Broad Street, Chestnut Street, Independence Hall, and Carpenters' Hall are to the Philadelphian; all these and even more the avenue Unter den Linden, with the adjacent buildings, is to the native of Berlin. Here center the history, patriotism, and glorious achievements of centuries. Here have been fought the battles, physically and intellectual, of a city so ancient that it counts centuries as we count generations. Here the plans were drawn and perfected that brought into being the powerful German Empire.

The Prussian's love and admiration for Unter den Linden rest not alone upon his historic associations, but also upon the beauty and grandeur which the grouping of public buildings and the artistic treatment of bridges, parks, and monumental structures have produced. These are the factors also, rather than patriotic sentiments, that attract to Berlin the thousands of foreigners who throng the city yearly, and that compel all students of civic art to make an extended stay in the German Capitol; for no phase of municipal improvements or public art is more important than the proper location and grouping of public structures; not even the character of the buildings themselves is paramount.

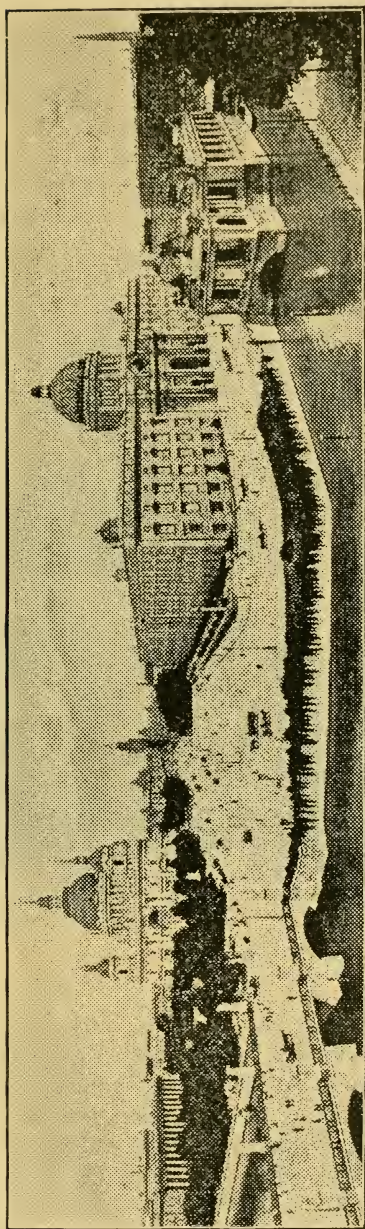
The accompanying map of the central portion of Berlin will furnish a basis for an appreciation of the scheme. On the west is the magnificent Tiergarten, with its floral gardens, shaded walks, stately trees, sequestered lakes, and inspiring sculpture. At the east is the Spree Island, the oldest part of the city, where stood centuries ago the castle, cathedral, and market place of Kölln, around which the earliest settlement was formed. Upon this site, there now stand the Royal Palace (see No. 1 on the map), the residence of the Emperor, with the Neptune fountain upon the south and the imposing monument to William I., erected only a few years ago, upon the west. Upon the north, across the wide, open space which serves as a thoroughfare, is the beautiful Lust-garten, bounded by the new Cathedral (No. 4), the Old Museum (5), and the adjacent New Museum (6), National Gallery (7), Olympian Museum (8), and Pergamum Museum (9). To these yet another is being added at the northern extremity of the island—the Emperor Frederick Museum (10). This group of buildings, with the adjoining parks, statuary, fountains, and monuments, constitute a civic center of

* Assistant Secretary of the Art Commission of the City of New York.



PLAN OF A PART OF BERLIN, SHOWING THE GROUPING OF PUBLIC BUILDINGS.

1. Royal Palace. 2. Royal Stables. 3. Finance Ministry. 4. Cathedral. 5. Old Museum. 6. New Museum. 7. National Gallery. 8. Olympian Museum.
9. Pergamon Museum. 10. Kaiser Friedrich Museum. 11. Regimental Barracks. 12. Botanical Institute. 13. University Library. 14. School and Gymnasium.
15. Royal Academy. 16. University. 17. Singing Academy. 18. Royal Guard House. 19. Arsenal. 20. Palace of Empress Friedrich. 21. Academy of Architecture. 22. Imperial Bank. 23. Telegraph Offices. 24. Church of St. Hedwig. 25. Opera House. 26. Royal Library. 27. New Church. 28. Royal Theater. 29. French Church. 30. Offices of Imperial Departments. 31. Palace of Prince Frederick Leopold. 32. Military Academy. 33. French Embassy.
34. Hall of the Imperial Diet. 35. New Opera Theater. 36. Headquarters of the General Staff. 37. Brandenburg Gate. 38. Russian Embassy.



Old Museum.
Schloss-Brücke.

Lust-garten.

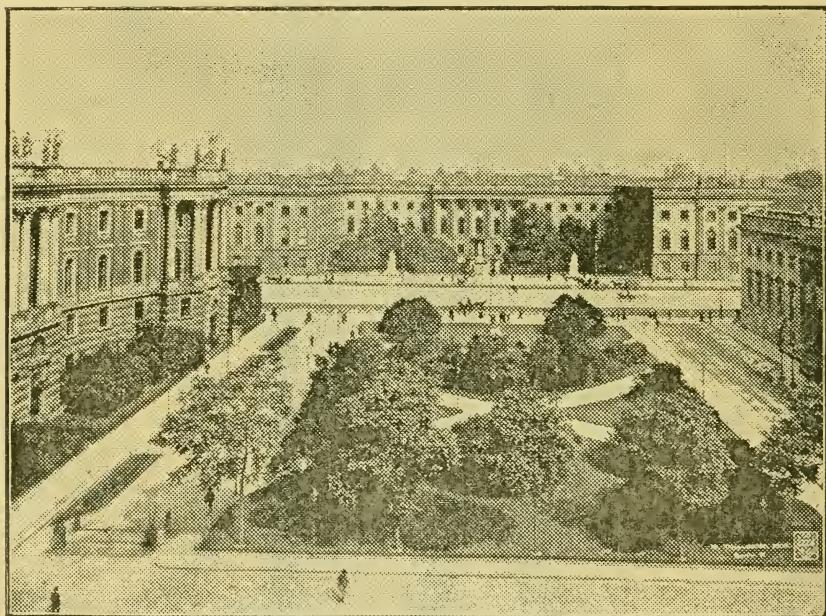
Royal Palace.

William I. Monument.

BERLIN-SPREE ISLAND.

which any city in the world might well be proud, and to which the accompanying illustration does not do justice, because only a portion is visible, so comprehensive is the scheme.

But the end is not yet! Spanning the arm of the Spree, separating the island from the modern city, is the modest Schloss-Brücke with its famous statuary commemorating mythological events. This leads directly into Unter den Linden, with the Arsenal (19), one of the finest buildings in Berlin, immediately upon the right, and the residence of the Commandant of Berlin and the Palace of Empress Friederich (20) upon the left. Proceeding but a few steps down the broad avenue, one comes to a small park — Opern-Platz — surrounded by the Palace of Emperor Wm. I., and the



Royal Library.

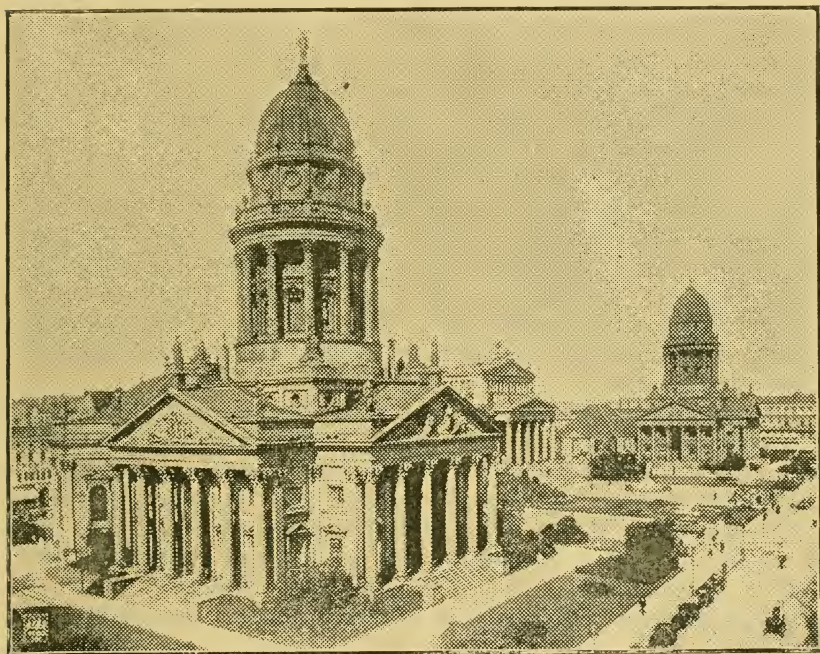
University.

Opera House.

OPERN-PLATZ.

Royal Library (26) upon the west, by the Dresdner Bank and Church of St. Hedwig upon the south, by the Opera House (25) upon the east and across the Unter den Linden, by the University (16) upon the north. Adjoining the last named are several other buildings, as shown on the map. This cluster, into which parks, monuments, and statuary enter also, would of itself dignify any metropolitan center, and taken in conjunction with that across the canal constitutes a grand group that is not surpassed outside of Vienna.

At the western end of Unter den Linden a new group is just forming. There are the offices of the various ministries (30), the embassies, the Brandenburg Gate (37), the new Hall of the Imperial Diet (34), the new Opera House (35), the Königs-Platz, the Monument of Victory, Bismarck Memorial, and to the south the Sieges-Allée, with its 32 statues of Prussian Rulers, presented by the present emperor. In other parts of the city, there are smaller civic centers of beauty. One is shown on the accompanying map occupying the site of the old Gendarmen-Market. The Royal Theater (28) is in the center, with the French Church (29) upon its left, and



New Church.

Royal Theater.

French Church.

A LOCAL CENTER.

the New Church (27) upon the right, forming an admirable architectural group.

One naturally asks, when charmed by the beauty of these centers, in what does their attractiveness consist? Are the buildings exceedingly fine architecturally? Is the sculpture superior? Have the landscape architects been unusually successful? No doubt the buildings, the sculpture, and the parks are well planned and well executed, but other cities may boast of even finer buildings, statuary, and parks. *The direction in which Berlin excels is in the grouping and arrangement of her buildings.* By bringing them into relation,

by giving them dignity, repose, and the proper perspective, by the use of well designed park lay-outs, each item in the scheme, no matter how unimportant it may seem, is made to contribute its share, and every building adds to the beauty and attractiveness of all others. Imagine, if you can, the aspect of a city where all of these structures had been scattered helter-skelter. It would no more compare with the beauty and grandeur of the present Berlin than would the scattered petals of a dismembered rose with the fragrant blossom just plucked from the vine. One is dead, characterless, possessing little beauty; the other has life, symmetry, and infinite charm.

Berlin and the German empire appreciate these facts. When new structures are being considered, their location is given the thought it deserves. The monumental memorial to William I. was permitted to encroach upon the narrow Spree, even to reducing its carrying capacity, in order that it might be properly situated. Trolley poles and wires are not permitted upon Unter den Linden, and the cars that cross this avenue must be fitted for the conduit system, which alone is permitted, even though the distance is but a few hundred feet at each crossing. Further, to secure symmetry in that portion of the avenue where there are private buildings, the emperor has been vested with authority to veto plans for new structures that do not come up to his standards. In these and many other ways, the citizens of Berlin are guarding their heritage and increasing its beauty and charm.

In one respect Berlin has been at a disadvantage. Her street plan was inherited from a time when city-building was not considered worthy of much thought. Private buildings of a heterogeneous character encroached upon public structures. To tear these down and to provide sites for new public buildings and parks has been an expensive process, although it has been worth all it cost. Our smaller American cities, upon the other hand, with their future yet unmortgaged, have a free field in a large measure. By working out a scheme large enough for future needs, capable of extension with their growth, and by following it out consistently, regardless of the herrings dragged across the trail, they may achieve wonderful results at slight expense. But a well devised plan for symmetrical grouping is absolutely necessary. No matter how small the city, it must have a few public buildings, and their proper arrangement is as necessary to its highest development as in a metropolitan center. Indeed, it is even more important, for a metropolis has other charms by which to retain its prestige, but the small city has few to fall back upon, and these must certainly not be neglected if it is to keep its place and not decline. The most attractive city draws the best class of citizens.

[We are indebted to the courtesy of the Art Commission of

New York for permission to reproduce from its library the map and views used to illustrate this article. Dr. Maltbie, the assistant secretary, spent two months last summer in the large cities of Europe, collecting data upon civic art, and has recently presented to the commission an interesting and valuable report upon this subject.

EDITOR.]

EXTRACTS FROM "MODERN CIVIC ART."

BY CHARLES MULFORD ROBINSON.*

Like an artist choosing the central figures of his group before he begins the composition, or as a landscape designer notes the dominant natural features of the given site before drawing his plans, it is necessary in the study and practice of modern civic art early to consider the public buildings of the town.

To the buildings of the government, which constitute the architectural elements of an administrative center, there ought to be given not merely a central location, which will be invited by considerations of convenience even more strongly than by those of sentiment, but all the additional emphasis and conspicuousness that site can offer. No other structures are so appropriately entitled to the best position that the town can afford, convenience and appearance being jointly considered, as are those that officially stand for the town. And this being true of all the leading public buildings, they are gregarious. They belong in about the same location, theoretically, without regard to (because above) the temporary matter of land values and the claims of individual real estate interests. And not only do these structures belong together, but each gains from the proximity of the others. There is, for example, a utilitarian gain, in the concentration of the public business and the consequent saving of time; and there is a civic gain, in the added dignity and importance which the buildings seem to possess. Collectively, they appear to make the city more pridetworthy. They make it seem better worth living for and working for, as of larger possibilities for good, than could the same buildings when scattered about the town and lost in a wilderness of commercial structures.

It scarcely needs to be said, further, that a grouping of these buildings may be as *advantageous æsthetically*, for all of them and for each of them, as it is in a civic sense and utilitarian sense, and as from these points of view it would seem to be natural. A prominent architect, in discussing this matter at a national gathering of his profession, has maintained that "isolated buildings of whatever individual merit are insignificant in comparison to massed constructions, even if these latter be comparatively mediocre in quality." This is a very strong claim, but even if it be pared down — as the architects did not require that it should be — there remains enough of undoubted truth powerfully to endorse on æsthetic

* This article is made up of extracts from a chapter of the latest book on city beautifying, "Modern Civic Art," by Charles Mulford Robinson of Rochester, N. Y., published 1903 by G. P. Putnam's Sons and copyrighted by them.

grounds the grouping of the public structures. Granting this, consider what a waste of opportunity there is in the erection of monumental buildings for a city — whatever the landlord represented by each — that are so separated as to make it impossible to associate them together. Probably without additional expense, certainly without addition proportioned to the resulting gain, they might be grouped, and to every building there might thus be given something of majesty by its mere setting among its neighbors. There would always be created, if laws that are not less natural than artistic were followed, a civic, or administrative, center in each town.

As the public's interest is greater than the interest of any individual or set of individuals, the ideal alone should be considered in the placing of public buildings. Let us consider then, what the ideal placing would be, having assumed that the buildings are in a group.

Most of the structures of a city are arranged in rows, fronting on the streets. This is an extremely undesirable arrangement for public buildings. Needless to say, they might form a very stately series; and there are a host of examples — notably the handsome row of public structures on the Ringstrasse of Vienna — that could be named to endorse such a location. But Vienna's Ringstrasse is to be counted out for the present, and of the other cases in which public buildings are collected into a group arranged along the side of a street, it may be doubted whether there is a single one in which the effect would not have been better with some other disposition. The main objections to location on a street, even assuming that there be no commercial interruption of the series, are: (1) the endangering of what is called the scale of the buildings; (2) the lack of opportunity for perspective, owing to the narrowness of the street; (3) the loss of apparent relative importance.

If the side of the street opposite to the public buildings be not built upon, — if it be a park or other reservation, — the buildings, as far as civic art is concerned, face not on a street but on the reservation, which is quite another matter. If the street be built up on the opposite side, private ownership of that land puts in jeopardy the beauty and dignity of the public structures through the possibility of mingling inharmonious architecture, of making a squalid and unworthy outlook, or of destroying scale by the erection of a "sky-scraper," or any colossal building, that would dwarf the public structures. The danger that threatens on the farther side of the street threatens also at either end of it, except that there the possibly unworthy outlook becomes an unfortunate approach.

The narrowness of a street is a serious matter because of its denial of opportunity for perspective, the public buildings being deliberately monumental. The architect should not be discouraged

by a thought that the beholder of his work for the municipality can get no more than eighty or a hundred feet from the base lines. Such discouragement would be a sad thing for the city; and if there were no disheartenment, and lovely buildings were still erected, their beauty would be well-nigh wasted by the necessity of having to look straight up their walls to see them. In the case of Vienna's Ringstrasse, the street is extremely broad — so broad as to become at any point, with its trees and turf and "parking," a little park; while its great width is further enhanced by the curve of the street, that renders possible long and changing oblique views of the façades. That is why the majestic Ringstrasse is not to be taken as an example of the normal street. It is hardly fair to call it a street at all, for it is more like a long, curved plaza. Finally, if the public buildings be crowded along the edge of a street, what is there to distinguish them from the other structures of the town, to give them character, prestige, and the surpassing dignity and conspicuousness that should be theirs? To set them back from a street elsewhere built up closely would be even to conceal them further.

Most communities have an eminence. If it does not command the whole town, it yet commands a considerable area, so that whatever structure is reared upon it possesses a conspicuousness above that of the town's other buildings. Various considerations urge the reservation of this site for the public. If the buildings be placed here the height of the location will emphasize their relative importance without making too great a demand upon the architect or involving too high a cost for construction. They would gain in seeming importance and in dignity, merely because of their situation; and there would be no invitation for those balustrades and terraces that may do so much to place a building to advantage. In the distant view or the travelers' view of the city, the buildings of its government would be, fittingly, the first and most striking objects of the scene.

Finally, and more prosaically, their very site would then safeguard the public buildings from the intrusive elbowing of private structures that might dwarf them, that might screen them from view or might shut out their light. . . .

To recapitulate, then, the government buildings should be grouped. That is, there ought to be a civic center. If grouped they should not be strung along a street. . . . A desirable location would be on a slight eminence where a public reservation might connect them.

As yet, there have been noted only the relations of the buildings to the town as a whole. They have relations to one another. A number of these are comprised in what the architect calls scale — the adoption of a certain module to which all the buildings must strictly adhere, as they can with no loss of individuality. If they

so adhere that no building clashes with its neighbor, we may hope to attain that beauty of harmony and repose of which so many non-professional persons gained a new concrete conception in the "Court of Honor" at the Chicago Fair. Where they are grouped about a park, or tree-planted reservation, this adherence can be delightfully effective without exactness.

Finally, it may be suggested, as a fitting conclusion, that the architectural grandeur of Athens, Florence, Venice, Budapest, Moscow, Antwerp, and Paris,—to name but a few examples,—is due largely in each case to the concentration of the chief buildings. Imagine its chief buildings as separated and isolated, and the beauty of each of these cities departs.

PARIS—THE CITY BEAUTIFUL.

BY MILO R. MALTBY.*

It is proverbial that good Americans go to Paris when they die; but judging from the numbers which throng the streets of that metropolis during the summer months and the large contingent to be found there any time during the year, many either cannot wait so long or fear they may be denied the privilege by Charon. Probably no European city is visited by so many persons from the United States as Paris, and millions of dollars are spent there annually by our citizens.

But why? Is it because Paris sets the fashions for the world? Is it because of the intense interest in French history and civilization? Is it because the climate is enjoyable, the people attractive or the bargains inviting? No doubt these are factors of some importance, but the principal cause of this constant emigration is the generally accepted belief that Paris is the most beautiful city of the world. "See Paris and die," is the advice some would give, and not without a basis of fact.

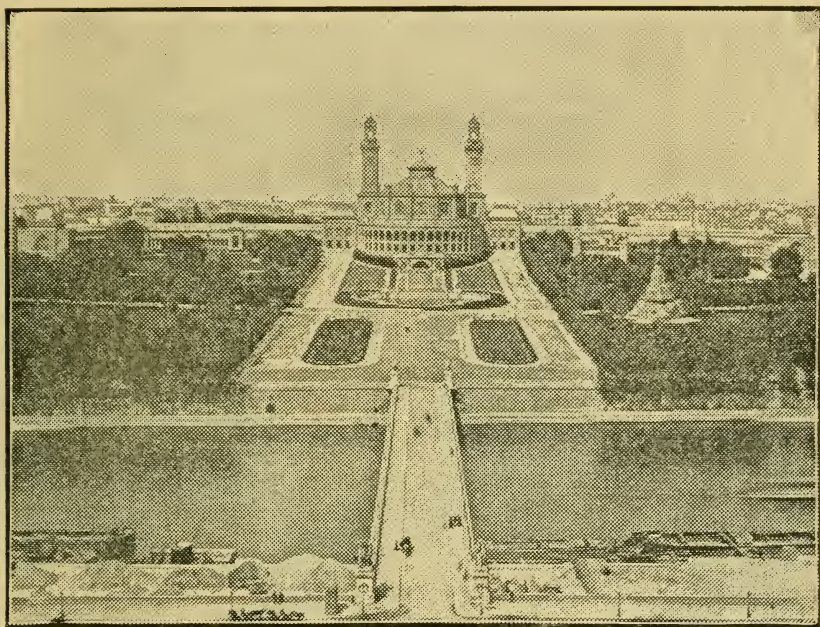
Within the last half century, the city has thoroughly been reconstructed. Its street plan has been revolutionized; new boulevards have sprung up where none existed and old streets have been widened. Beautiful public buildings have been erected in abundance. Attractive parks have been laid out. Monuments, arches, fountains, and statuary have been scattered with lavish hand. The customs and habits of the people, the history of the city, and the glories of French civilization have been perpetuated in ennobling works of art.

In all this work, which has cost millions upon millions of francs, but which has justified itself again and again, no one factor has received more attention than the question of *location*. Baron Haussmann and his successors fully realized that more depended upon the *placing* of public structures than upon the structures themselves, for an artistic building among mean or ugly surroundings is worthless in any scheme for city decoration. Public buildings, standing as they do for the whole community, should represent its loftiest aims, its noblest sentiments, and highest ideals. Further, they should occupy sites fitting to their character, with artistic and dignified surroundings, and in such locations that they may be seen and appreciated by the people, and having been seen, may ennoble, energize and inspire. This cannot be the case where buildings are

* Assistant Secretary of the Art Commission of the City of New York.

indifferently scattered, hidden in out-of-the-way places and elbowed by mediocre, commercial structures.

Parisian conditions emphasize these facts over and over. The city authorities seem to have a special fondness for so placing public or semi-public buildings as to provide pleasing vistas. Many will recall the view from the Eiffel Tower, looking across the Seine to the Trocadéro, with its spacious park, beautiful statuary, gorgeous



THE TROCADERO FROM THE EIFFEL TOWER.

flower gardens and restful cascade — the one lasting reminder of the Exposition of 1878. Equally pleasing is the view from the Avenue De l'Opera of the magnificent Opera House. Every person who passes along that busy avenue, whether upon business or pleasure, gives thanks that he lives in a city where art is cherished and city-building is wisely planned.

The Rue Royale is not like many of our streets, beginning and ending in a characterless horizon. At one end is the Place de la Concorde; at the other, the Madeleine — the Church of St. Mary Magdalen, with its dignified Greek façade. The Pantheon — the temple to patriotism erected upon the site of the tomb of Saint Genevieve, the patron saint of Paris — is at the terminus of Rue Soufflot, which connects it with the Luxembourg Palace and gardens. The Hotel des Invalides terminates a boulevard from the famous

Alexander III. bridge upon the north, and on the south the tomb of Napoleon closes the vista from the Avenue de Breteuil. The Monumental Arch of Triumph, begun by Napoleon I., caps the cli-



ARCH OF TRIUMPH.

max by being the focus for twelve avenues, including the Champ-Élysées. Other instances might be cited.

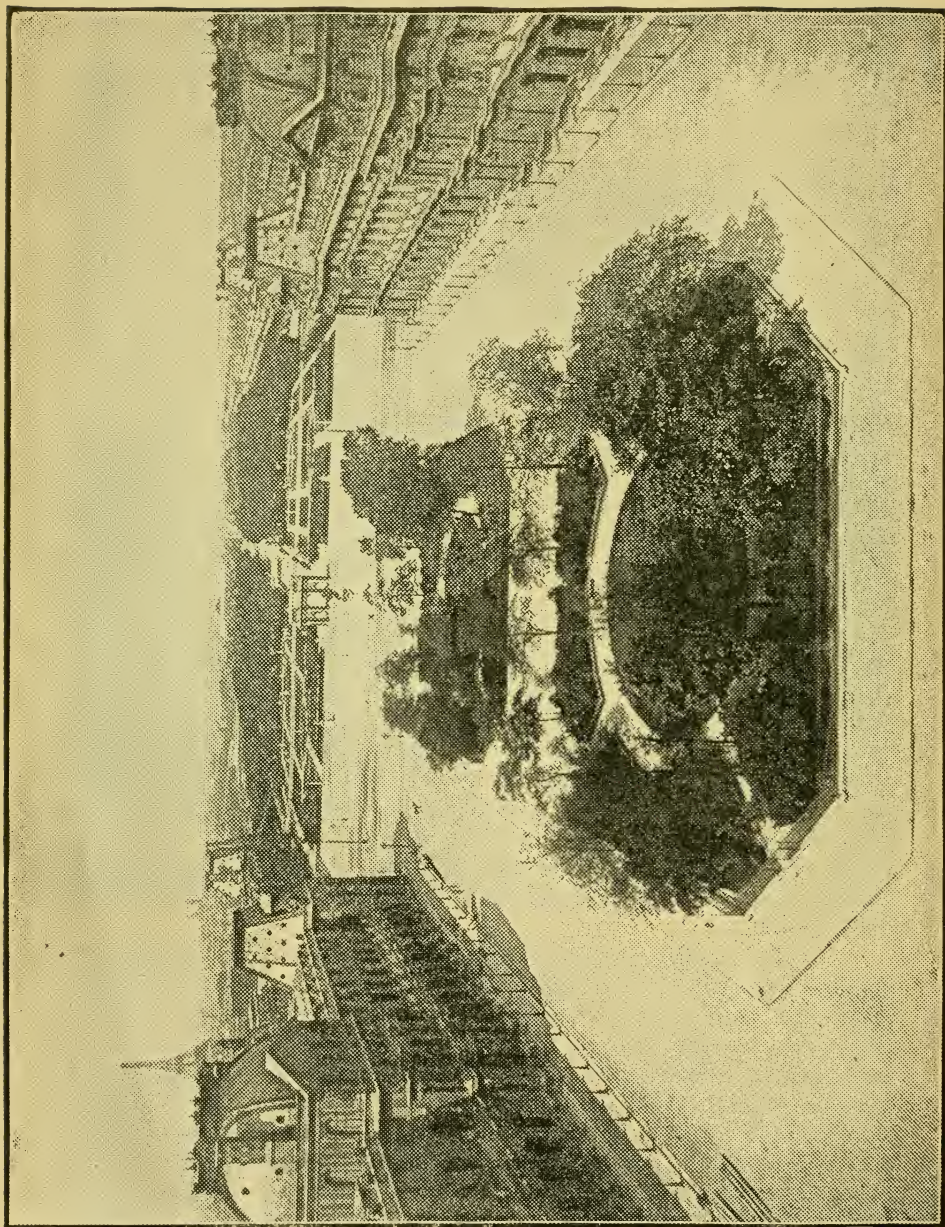
Paris has done much also towards the grouping of its public buildings and the harmonious arrangement of parks, monuments, fountains, statuary, and arches. The best instance and one which is world-famous for its beauty and symmetry is that which has for its focus the Louvre and the Tuileries gardens. The Louvre is a civic center itself, for it is nearly one-half a mile in length and a quarter in breadth. This vast structure, dating in part from the 16th century, contains some ten museums and the Ministries of Finance and Colonial Affairs. Although the product of many archi-

teets, sculptors, and other art workers, it is quite harmonious and generally considered the best work of French architecture. Immediately to the west are the beautiful Tuileries gardens, adorned with statuary, floral displays, fountains, and monuments. These lead to the Place de la Concorde, one of the finest instances of plaza treatment in the world, with the Ministry of the Navy and the Rue Royale leading to the Madeleine upon the north, and the Chamber of Deputies across the river upon the south, bordering upon the Esplanade des Invalides, referred to above. Proceeding west from the Place de la Concorde, along the Avenue des Champs Elysées, one comes to the Petit Palais and the Grand Palais, two graceful buildings which remain as the permanent contributions of the Exposition of 1900. The avenue between these two palaces leads to the Alexander III. bridge, a structure of marvelous beauty and symmetry, which also owes its existence to the Exposition of 1900.

Returning to the Louvre, one sees upon the north, opposite the Ministry of Finance, the French Theater and the Palais Royal, now occupied by the Council of State. To the east stand the Church of St. Germain l'Auxerrois, from which the signal for the massacre of St. Bartholomew is said to have been given, and the Mairie of the First Arrondissement. Across the river to the south, are the Mint, the Palace of the French Institute and the Ecole des Beaux-Arts.

Another center, which almost may be considered part of the one just described because of its close proximity, is located upon the site of the earliest settlement in Paris — the Gallic town of *Lutetia Parisiorum* of Cæsar's day — the Ile de la Cité. Here are the Cathedral of Notre Dame and the Sainte-Chapelle, the two finest sacred edifices in Paris. Upon the site of the old Royal Palace, the Palace of Justice has been erected. Opposite them are the Tribunal of Commerce and the offices of the Prefect of Police. Further to the east and near the cathedral is the Hotel Dieu, the oldest and one of the largest hospitals in Paris. Across the Seine is the City Hall.

Smaller groups of buildings in other parts of Paris might also be described, but doubtless sufficient evidence has been adduced to prove that the builders of Paris, those who have made it the City Beautiful, are firm believers in the civic center idea. But they are not content. Every year sees the formulation of new plans, the erection of new buildings, the plotting of new avenues, and the construction of new monuments. To stand still is to decline, to be contented is to decay — that seems to be the watchword of Paris. And if Paris considers it a wise policy to spend millions upon art in its various forms, with all of its present beauty, what of American cities, both great and small, which have greater wealth, simpler



VIEW OF THE LOUVRE AND A PORTION OF THE TUILERIES GARDENS.

problems and equal ability, but less civic art? However, there is an awakening. From Maine to California, associations are springing up, whose purpose is the improvement of their city. Public officials are seeking to lead, and in many cities, commissions have been appointed to draft comprehensive schemes.

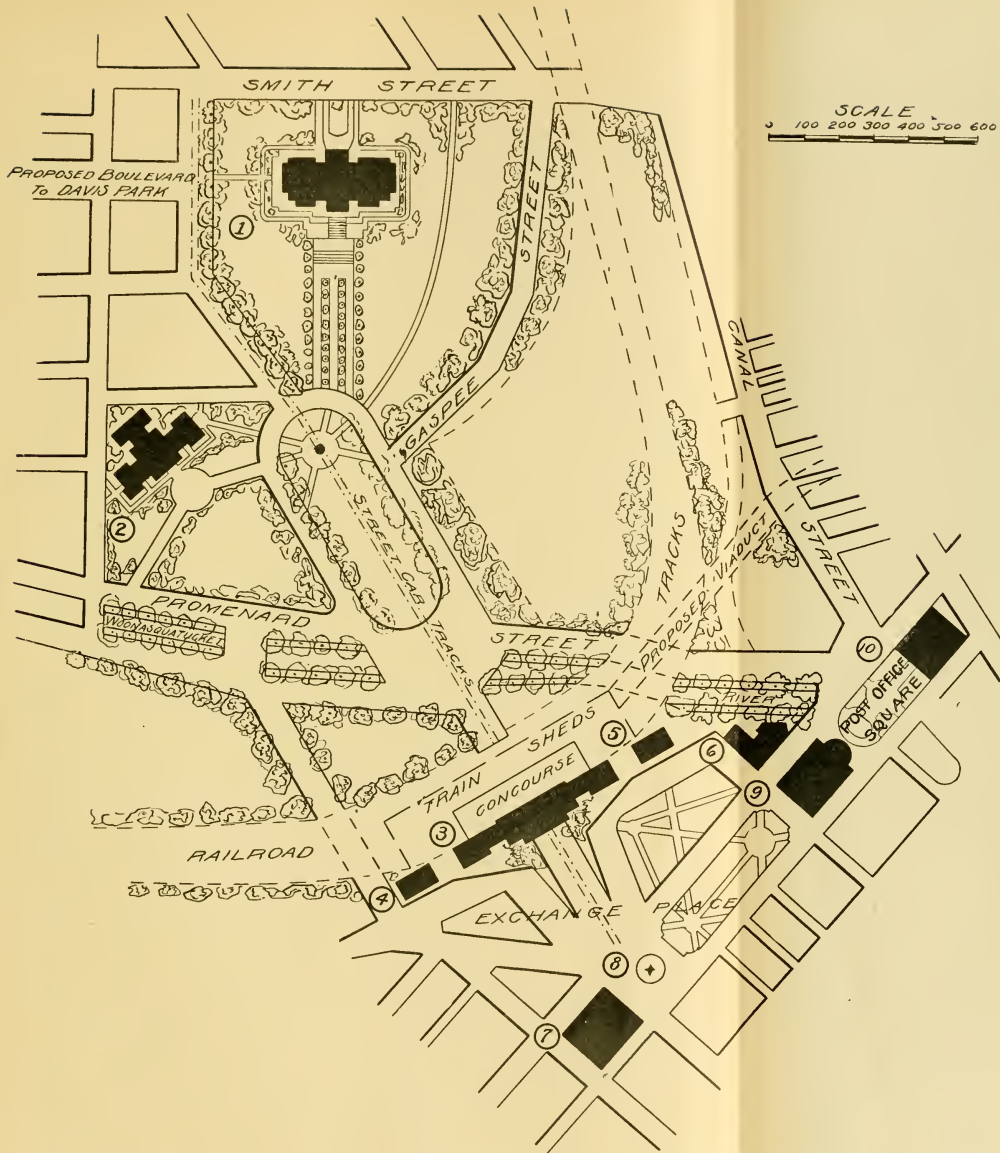
A CIVIC CENTER AT PROVIDENCE, R. I.

BY GEORGE A. PARKER.*

What are the lessons the grouping of public buildings in Providence have for other cities which are studying that problem? Providence may say that she has never given serious thought towards forming a "Court of Honor" or of arranging her public buildings so as to constitute a unit, and therefore ought not to be considered an object lesson, but that she has considered them in juxtaposition to each other is evident, for she has placed them near each other, yet she shows little signs of having considered their relationship to a general design. If we were to consider each building by itself, and its adaptation to fulfill its purpose, we would find much that would incite our admiration and commendation. But this inquiry does not relate to individual buildings and their immediate surroundings, but to the grouping of buildings and the value of the group as a whole, in the hope of finding the principles underlying such grouping.

To begin with, let me describe, as well as I can, the relation of things as they now exist. The Court of Honor, if I may be allowed to apply that title to the tract of land under discussion, lies across valleys of the Woonasquatucket and the Mosshassuck Rivers, which unite, forming the Providence River, but are now mostly covered, so that they flow underground in a huge conduit. This tract of land is irregular in its general outline, being about one-half mile long and one-fourth mile wide. Its size and natural topography were such as would have made it one of the most magnificent Courts of Honor in the world. I do now not call to mind any spot in the heart of any city which has so great possibilities. Around this valley on the higher grounds are located several public and semi-public buildings — State House, Normal School, City Hall, Railroad Station, Fire Engine House, and the Post Office, and near to it on the south is the main business street of Providence, with its large stores and high office buildings. The railroad crosses it from the east to west, and a public street, one of the main thoroughfares, from north to south. Near the middle of the plot, is the new Union Railroad Station, elevated to allow the city streets to go underneath. The station buildings extend practically across the plaza, and although the buildings themselves are low, yet being elevated on an artificial ridge, they cut the plaza into two parts and separate them almost as completely as if they were located on different sides of a mountain instead of on opposite slopes of the same

* Superintendent of Keney Park, Hartford, Conn.



PLAN OF PROVIDENCE, R. I.

Showing proposed landscape improvements about State Capitol approaches, Exchange Place and R. R. Station, by Manning Bros., Boston, Mass.; also the grouping of public buildings in the vicinity of State Capitol. 1. State Capitol. 2. State Normal School. 3. Railroad Station. 4. Office Building, N. Y. N. H. & H. R. R. 5. Express Office. 6. General Fire Station Building. 7. City Hall. 8. Soldiers' Monument. 9. Postoffice. 10. Proposed Office Building.

valley. The railroad tracks are so situated, that it is practically impossible to locate public or other important buildings on the sides of this plaza. At present the north end is occupied by the State House and the State Normal School, and at the south end are the City Hall and Post Office, and headquarters of the Fire Department. The railroad, occupying as it does the central portion, with its passenger station, a low, rambling building, not at all monumental, perched on an artificial ridge, predominates the whole scene. The plaza on the city side of the station has been graded with a pleasant slope towards Exchange Place, where there is a beautiful fountain and several monuments. On the State House side of the station, the grading is much more abrupt, overlooking a comparatively deep valley lying between the station and the Capitol. The whole territory has a bleak, barren, incomplete look, and nowhere is there any apparent unity, or sympathy with a general plan or design. This, then, is the condition of the plaza in Providence today, the result, so far, of the expenditure of several millions for buildings and grading.

Providence might have had, with less cost, one of the most beautiful civic centers in this country. I know of no city which could have been its superior, except, perhaps, Washington. In place of that, she has several fine buildings, which are greatly admired by all who have seen them, but so arranged as to produce more or less discord and unpleasantness.

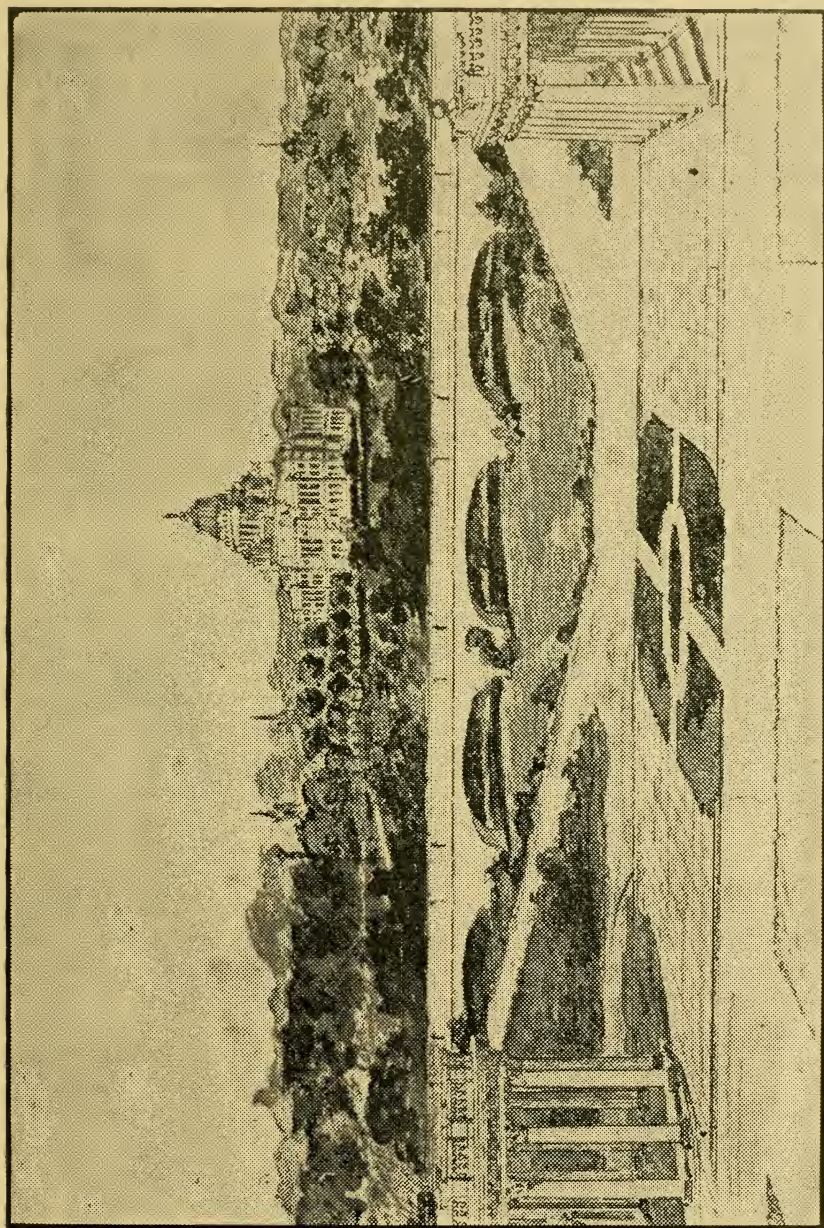
Twenty years ago, Mr. H. W. S. Cleveland, an eminent landscape architect, was called upon to make a report of this territory. What he said was probable, in this report, if a comprehensive plan for the whole was not seriously thought out and adhered to, has taken place. This report, made to the Public Park Association, and other reports of that association, brought the matter fully before the people of Providence. Had his plan, or a modification of it, been carried out to a logical conclusion, Providence would have had one of the largest and most beautiful "Courts of Honor" in the world. The opportunity was hers, but she did not take it, because her men who had the capacity and energy and influence sufficient to carry it through, did not realize its importance. Had Dr. Bushnell lived in Providence instead of Hartford, these cities would have changed places regarding their central park. "Bushnell Park" would have been in Providence, while Hartford would have had a discordant and undesirable spot, where Bushnell Park now is.

The conditions in Providence were almost identical with those that Dr. Bushnell overcame in Hartford. There was a passenger station, railroad tracks, and freight yard to be moved, a river, repulsive from sewerage pollution, to be cleaned, order and symmetry to be brought out of discord and confusion, and a State House to be built—an apparently hopeless and gigantic undertaking for any man to undertake single-handed, with the public sentiment, such

as had manifested itself, against it, and yet Dr. Bushnell won the public, made the park, located the State House, and left as a monument to his memory, Bushnell Park, the pride of Hartford and all Connecticut. Hartford owes Dr. Bushnell the deepest gratitude and the highest honors — a debt which she delights to pay by the daily appreciation of Bushnell Park. The world also owes Dr. Bushnell much for showing the way such work can be done. His own report of the work, in the form of a letter to Donald G. Mitchell, should be read by everyone. I quote from it to show the qualifications needed to do these things, and which he exemplified by his life: —

“If now, any apology is wanted for massing these particulars, it must be enough to say that I have done it to show how many things must be carefully prepared, as carefully watched, and persistently pushed, by the man who will get any city public into and through a great improvement of this kind. Wearied, and worried, and hindered, he must never sleep, never be beaten, never desist; and, if, by a whole five years of toil, he gets his work on far enough to become an interest in itself, and take care of itself, he does well, and there may rest.”

I have tried to find lessons for our Connecticut cities in the omissions of Providence, and of her failure to rise to her opportunities, and even if I have failed in doing so, I am sure every city can learn much by what she is now doing to recover herself, and to lose no opportunity which now remains. Her Public Park Association has, for several years, been making a study of the conditions in and around Providence, and have finally devised a scheme which is a most comprehensive and desirable one. It is begun none too soon, however, to be economically carried out. The scheme, as planned, includes the development of the “Court of Honor,” on which face the public buildings. That it may be successfully done, Manning Bros., landscape architects of Boston, have been employed. They have submitted preliminary plans and sketches which skillfully meet present conditions. They provide from Post Office Square, a beautiful view of the State Capitol, the unpleasant freight yards and railroad tracks being screened by a proposed viaduct and plantings, the Capitol site being high enough to appear above all the structures and plantings in the fore and middle grounds. Between the railroad station and the state buildings they have proposed a large plaza or park, which does away with the too-large portion of street surface, and harmonizes the grounds of the State House and Normal School and brings into accord the alignments and grades which at the present time seem so unpleasant. It also fits the grounds around the railroad stations, and screens out the freight yards from that side. The illustrations show this better than any



PROPOSED IMPROVEMENTS AROUND THE RHODE ISLAND STATE CAPITAL AT PROVIDENCE.
View from near Postoffice Square. Plan by Manning Brothers.

words can. These suggestions appear to solve the present difficulties.

The one important lesson to be learned from the experience of Providence, is that nothing is settled permanently until it is settled right. A place is not right until it has developed all the possibilities with which it is naturally possessed. It is not enough to say it is as good or better than some other city, it must be at its best, irrespective of everything else.

THE IMPORTANCE AND VALUE OF CIVIC CENTERS.

By GUY KIRKHAM.*

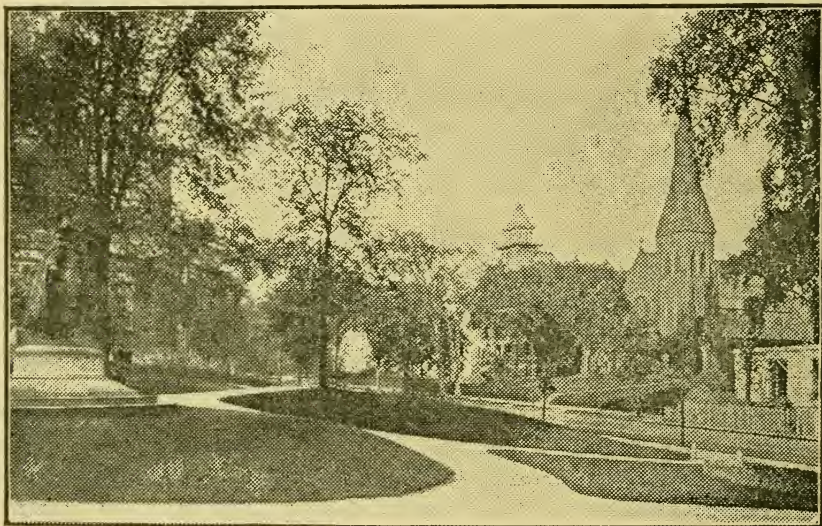
That "the beautiful is the ultimate form of the useful" is easily demonstrable in city development. Broad thoroughfares, open spaces, the planting of trees, the repression of smoke, wires, and ads., building restrictions, are as essential for the business, health, and safety of the city as for its beauty. Under-planning has been the practically universal rule, over-planning the unheard-of exception, in the rapid growth of our cities. What was thought ample yesterday is found to be inadequate today; what was thought extravagant yesterday, only what the situation today demands; what was thought visionary proves but the plainest common-sense. Considerations of practical economy and convenience, of health and safety, and of beauty, in the development and control of cities, are one. The truly ideal city becomes the practical city, the truly practical the ideal.

Experience and observation sustain this view. The things we most admire in the great cities of the world — Trafalgar Square in London, the boulevards, quays, and bridges of Paris, the docks of Antwerp and Hamburg, the Ringstrasse of Vienna — are not admirable because convenient and serviceable alone, nor because pleasant and sightly alone. They are admirable because in each case, meeting more than the immediate necessity, the needed thing has been done in the practically ideal and ideally practical way. Washington is to become our worthy capital city because of adherence to L'Enfant's ideally conceived and eminently practical plan, thought by many at the time of its making absurdly visionary.

An important consideration in the beautifying of cities, and in their practical development as well, is to provide spacious focal points, giving distinction of site to important buildings, convenience of communication, and effective, not wearisome, vistas. The important public buildings should be given importance of position by the city, and the public business is facilitated thereby. It is hardly necessary to argue that the grouping of public buildings enhances their æsthetic value. Harmoniously co-ordinated, they co-operate to secure the best results in an artistic as surely as in a business way. Thus associated they foster civic pride, and civic pride is a developer and safeguard of civic duty, civic honor. Thus placed, they maintain their proper dignity of character, mutually protected from the dwarfing effect of towering business structures and the demeaning effect of neglected or unsightly property about them.

* Architect, Springfield, Mass.

The different public buildings, while harmoniously related as a whole, should present distinctive architectural characters, each according to its purpose. There would then be that variety in unity which is the artistic ideal, and it would be unnecessary for the stranger to inquire which is the arsenal, which the postoffice, which the city hall. In even the smaller towns of France the public buildings are so distinguished. In this country we are developing distinctive types of capitol and library and schoolhouse, and the newer national government buildings are designed in a consistent style, while courthouse and city hall bid fair to emerge from the architectural chaos which has enveloped us into fitting and recogniz-



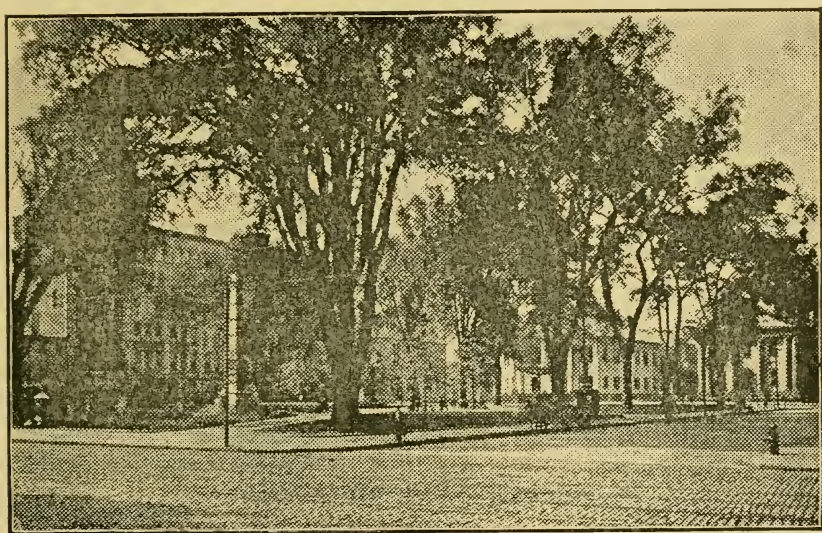
A LOCAL CIVIC CENTER AT SPRINGFIELD, MASS.
View Looking up State Street from Corner of Chestnut Street.

able forms. Where the architectural problem is clearly comprehended and firmly held, there is progress toward a definite and fitting type of structure, with beauty as its consummation. Where there is conflict and confusion of ideas, there is confusion in the resulting architectural expression, and ugliness is the end thereof. This is as true of city-building as of any constructive art. We must understand the needs and purposes of the city, and in meeting these rightly the safe and convenient, and finally the beautiful, city will be evolved.

The railroad station is the main entrance to the city, and we seem slow to grasp its importance from this point of view and to develop it accordingly. In the improvements accomplished or proposed in Providence, Cleveland, and Washington, this conception is adopted; while in Paris, Rome, London, and New York, in-

creased importance is being given to it. The gain is great, for not only is time saved where it may be of the utmost importance, not only is there provision for the gathering and dispersing of large numbers of people, but the value of an adequate first impression is given practical recognition. Hartford is most fortunate in her Capitol Park; but neither Hartford nor Springfield has yet realized the practical ideal in the development of railroad station approaches.

Such advantages of position as Paris gives to the Opera House and the Madeleine, the Pantheon and Hotel des Invalides and Trocadéro, Rome to St. Peter's, and London to St. Paul's, most of our



COURT SQUARE, SPRINGFIELD, MASS.

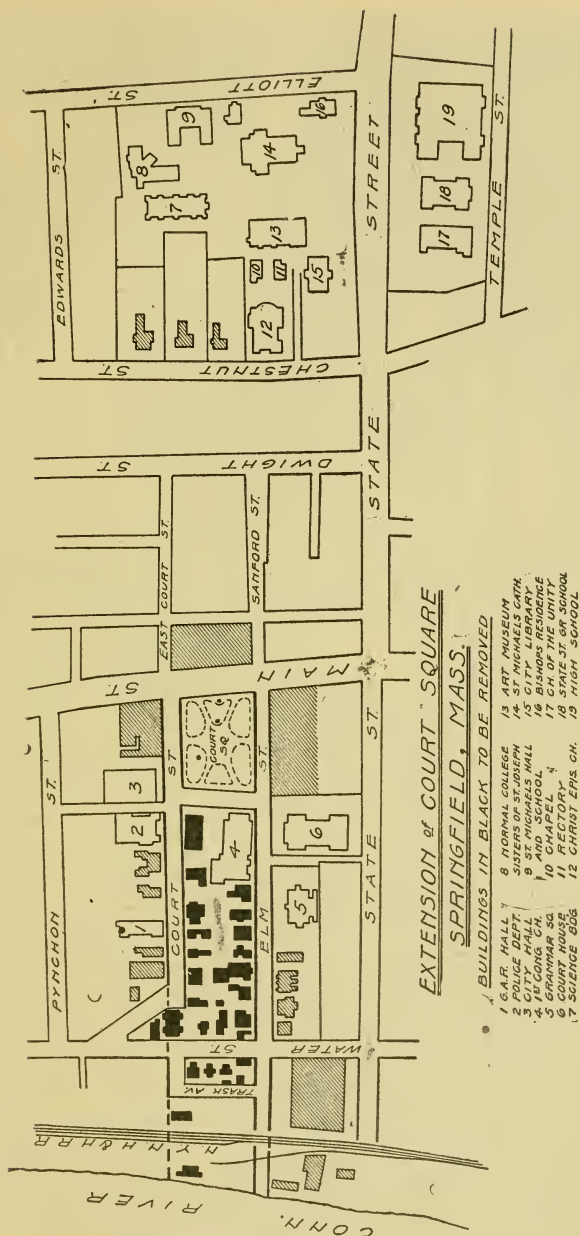
View from Corner of Main and Court Streets.

cities give to nothing. We are not without opportunities, even in the smaller places; but we have not yet learned fully to avail ourselves of them. Springfield has a notable group of buildings on State Street. The street itself is of good width and bordered with handsome trees, the rising ground on either side gives a grateful eminence of site, and the spacing is fairly adequate; Richardson's lovely Church of the Unity is here, and St. Gaudens' masterly statue of the Puritan. The Art Museum and Science Building fail to convey their rightful effect, because of unfortunate placing, while Christ Church cries to heaven for her tower; but the total impression is one of undeniable distinction, and serves unmistakably to emphasize the value of association and environment. As if an example of the other way were needed, Springfield saw fit to allow

the militia armory to be set among the tenements on a side street,—a \$100,000 structure of the most distinctive character on an undistinguishable \$1,000 lot.

It is a fortunate thing for the city that the Springfield Fire & Marine Insurance Company, which has acquired the property adjoining the Church of the Unity on State Street, is constructing a building of moderate height and marked dignity of design, worthily taking its place as a member of a distinguished group. Business is here associating itself acceptably with religion, education, and art. This is a distinct advance over the times when the Unitarian Church and High School were adjoined by the County Jail, a succession familiarly denominated Salvation, Education, and Damnation; this in turn giving occasion for the highly improper query, Which is the first and which is the last?

Springfield is developing another civic group, one which should become the true civic center. Years ago certain public-minded citizens purchased Court Square and gave it to the county as a public common. This was in 1822; there were 47 subscribers, and the cost exceeded \$3,000. In 1888 the county transferred the square to the city. Later, through bequest and the generous efforts of citizens, \$100,000 was raised and \$125,000 more appropriated by the city, and the property was purchased whereby the square is to be extended to the river. On this square will face several important public and semi-public buildings,—the City Hall, the Police Building, the Y. M. C. A., Memorial (G. A. R.) Hall, the Courthouse, a grammar school, the principal theater. The First Church, a worthy example of early nineteenth century work (1819), will be undisturbed in its location in the enlarged square, where it will be seen with increased advantage,—except for its chapel, an incongruous addition. Ultimately the church should be given a position facing the square, and a new City Hall should be erected in the crowning position of the group. With so good a beginning it would seem that future developments should take place along right lines and large results be obtained without extravagance or waste, to the lasting joy and credit of the community.



THE "RINGSTRASSE" OF VIENNA.

BY MILO R. MALTBY.*

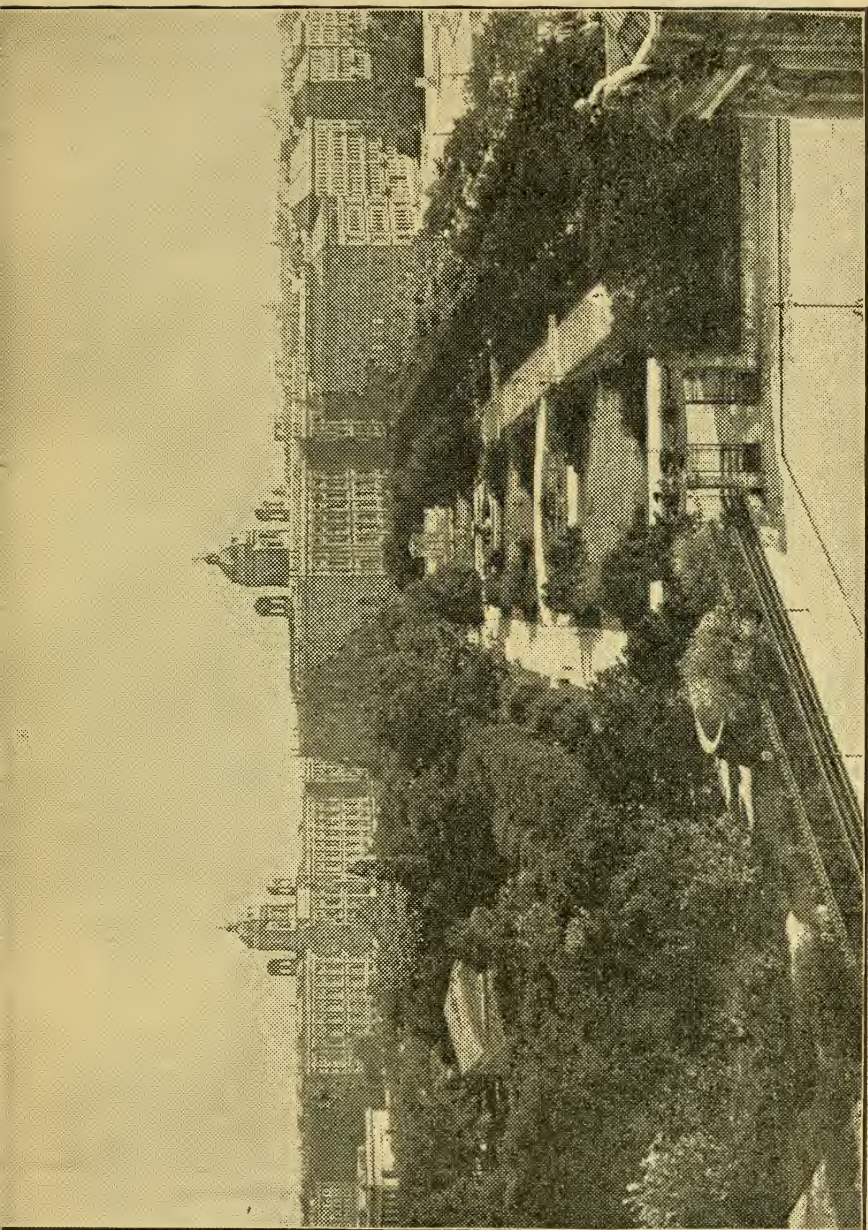
Vienna is the Mecca of all pilgrims seeking the ideal civic center — the city where public buildings have been grouped most artistically. There is nowhere else in the world such an elaborate, comprehensive, and well-planned scheme. Berlin and Paris, as we have seen, have centers that do credit to the capitals of such great countries as Germany and France; and in a subsequent article a rapid tour will be made of the other leading cities of Europe; but Vienna is the grandest, surpassing all in the artistic way in which public buildings, churches, theaters, museums, monuments, fountains, sculpture, boulevards, and parks have been grouped and harmonized.

ORIGIN OF THE PLAN.

The origin and evolution of this wonderful scheme is most interesting and instructive. Following the fashion of every ancient city, Vienna was protected by elaborate fortifications down to the middle of the last century. When erected, these walls (upon three sides and the river upon the fourth) surrounded the entire city. With the rapid urban growth of the modern industrial era, the population overflowed these bounds, and suburbs sprang up outside. As the suburbs multiplied, the fortifications became of less and less value as protection against invasion. The progressive ideas of Emperor Francis Joseph, who came to the throne after the insurrection of 1848, added weight to the agitation for the removal of the walls, the filling of the moats and the abandonment of the immense parade grounds west of the city.

The disposal of this vast area aroused a three-cornered fight between the City of Vienna, the Kingdom of Austria, and the Crown family itself, each claiming that it should receive all, or at least the major portion. A very fortunate compromise was finally arranged. A portion of the area, following the semi-circular line of the old city wall, was converted into a broad, tree-lined boulevard. A portion was converted into parks, just off from this "Ringstrasse." Another portion was set apart for sites of public buildings; and still another portion (so vast was the area) was broken up into building lots and sold to provide funds for the erection of artistic structures and appropriate statuary.

* Assistant Secretary of the Art Commission of the City of New York.



Court of
Royal Palace.

Temple of Theatres.

Grillparzer Monument.

VIEW OF VOLKSGARTEN FROM ROYAL THEATRE.

CONTINUOUS GROWTH.

The main outlines of this scheme were determined upon over forty years ago, and the work then begun is still going on. Building after building, monument after monument have been erected as rapidly as the funds could be provided. Unforeseen conditions have made it necessary to alter the plan in some of its details, but the main outlines have remained unchanged — a fact which shows conclusively how great were the foresight, ability, and energy of the founders. At present the authorities are developing a portion of the “Ringstrasse” in the southeastern portion of the city which had been neglected owing to the lack of funds. One of the most artistic small parks of the city has been laid out over an old canal, which has been turned into a sewer; the tracks of the railroad have been placed underground; and a public market which has been moved elsewhere. Thus the work goes on and every few years witness improvements and added beauty.

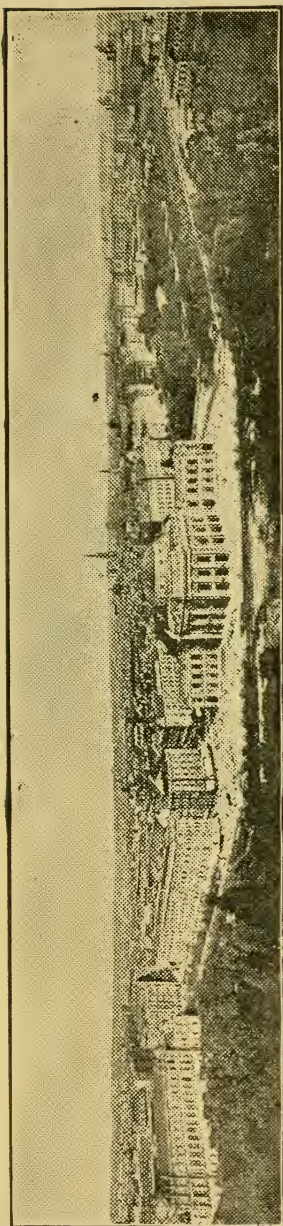
A CIVIC CENTER IN THE CITY'S HEART.

The general character of the scheme is shown by the accompanying map. It only remains necessary to point out a few of its peculiarly effective qualities. This ring of parks, buildings, and art works is virtually in the center of the city, for the population of Vienna has grown so enormously that the old city is but a small portion and is now given over largely to business purposes. The reader is doubtless aware that European cities do not contain such clear demarcation between business and residential districts as American cities; for even in the heart of the city there are many buildings which are partially devoted, especially on the first and second stories, to business purposes, and partially to apartments in the remaining stories. Nevertheless, there is a vast stream of persons to the business center in the morning and to the suburban districts in the evening. In Vienna this stream crosses and usually follows for some distance the “Ringstrasse.” Thus the people of the city enjoy daily the beauties of this unsurpassed civic center.

MERITS OF THE PLAN.

The accompanying map should be carefully studied, for in no other city has the union of parks and public buildings so effectually been planned. Without exception every building is so located that there is considerable space upon at least one side and often upon all sides. The beauties of an effective façade may thus be fully enjoyed, and the building is given the proper perspective and setting which a structure of dignified proportions and bearing should always have.

It should also be noted that the arrangement of the walks, streets, and intersecting boulevards is such as to place important



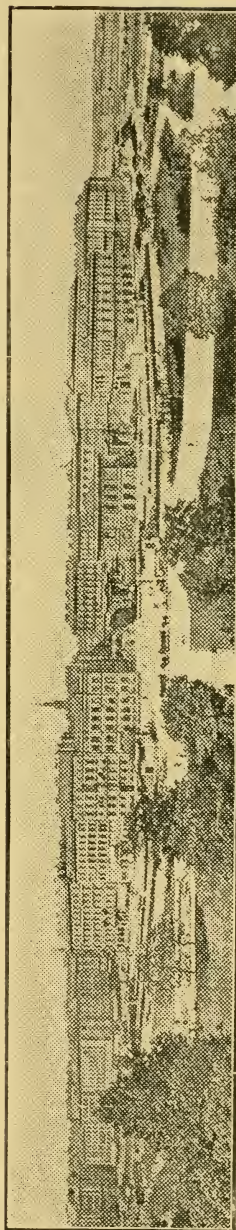
University.

Royal Theater.

VIEW OF FRANZEN RING.

Ministry of
Foreign Affairs.

Palace Museum.



Art Academy.

Industrial Academy.

Art Exhibition Building.

Academy of Music.

VIEW FROM SCHOOL OF TECHNOLOGY.

buildings and monuments at focal points and at the termini of vistas. As one journeys through the Ring or approaches it from various directions, he sees a beautiful vista, and artistic structures are constantly looming up before his vision.

The great moral to be drawn from the story of Vienna is that all plans for the development of a city should be prepared far in advance of its needs and steadfastly carried out with such minor changes as new conditions may make necessary. It would cost Vienna an enormous sum, infinitely more than it has, to secure at this moment an area equivalent to that occupied by the Ringstrasse, the adjoining parks, and public buildings. It was doubly fortunate in having such a vast area at its disposal a half century ago. But the wonder is that such far-seeing men were in official positions and that plans were laid for improvements, the utility of which was not then evident.

This moral is applicable to every city, large or small. Urban centers grow so rapidly and real estate values increase so enormously that unless a plan of improvement is early adopted, it soon becomes so expensive that the cost scares many. Nowhere else does a little foresight yield so large returns in public well being and financial saving.



KEY TO MAP OF VIENNA.

1. Royal Palace—old. 2. Royal Palace—new. 3. Albertina. 4. Ministry of Foreign Affairs. 5. Statthaltere. 6. Landhaus.
7. Telegraph Bureau. 8. Ministry of Marine. 9. Offices of the Commander-in-Chief. 10. Criminal Courts. 11. Parliament.
12. Palace of Justice. 13. Academy of Architecture. 14. Ministry of Justice. 15. Department of Railways. 16. Police Headquarters.
17. Charitable Institution. 18. Chemical Laboratory. 19. City Hall. 20. Natural History Museum. 21. Art Museum. 22. Technical School.
23. Kursalon. 24. Landscape Gardening Association. 25. Market. 26. Industrial Art Museum and School. 27. University.
28. Royal Theater. 29. German Theater. 30. Royal Opera House. 31. Votiv Kirche. 32. Minorite Church. 33. Karls Kirche.
34. Gymnasium. 35. Academy of Music. 36. Art Academy. 37. Industrial Academy. 38. Secessionists' Building. 39. Austrian Bank. 40. Exchange.

CLEVELAND'S CIVIC CENTER.

BY GEORGE A. PARKER.*

Cleveland has begun the most extensive and far-reaching action towards the formation of a civic center of any city in the United States, and her solution of the problem is of material aid to other cities. The head of the commission who planned the civic center for Cleveland was Daniel H. Burnham of Chicago, an architect by profession of the highest reputation, who has given special study to the plans of European cities and their principles and methods of growth. It was he who designed the grouping of the buildings at the World's Fair in Chicago, and whom the national government selected to head the commission to work out a plan for the development of Washington, and the location of its public buildings. San Francisco has also engaged Mr. Burnham to go there next month to consider the problems involved in a design for its development and beautification. It is he whom many large cities in this country have called in for consultation whenever the question of a civic center or the grouping of public buildings is under consideration, and he, by his gifts, by his education and training, and by his experience, is well fitted to solve problems of this nature, and therefore what he has designed for Cleveland, and the principles underlying that design, and his methods of reaching his conclusion, is of the utmost importance to us all.

First, he made himself familiar with the topography of the city, its street plans, its industries, its business and manufacturing sections, its residential problems and its park system, and studies the probabilities of its growth in the light of his knowledge of how cities, both ancient and modern, have grown in the past and are growing now.

The starting point in the study of a city is to realize the fact that it is a living organism, whose life is not a series of accidents, but conforms to the laws of growth, while undergoing constant modification in response to changing influences. In the growth of cities, it is found that the business section is at the place of the greatest attraction, which means an intense occupation of a limited territory. The business center grows along the line of the greatest resistance, and not along the line of the least resistance. From the very beginning, all growth of cities conforms to biological laws, and is either central or axial. If the city is built on a level plain, uninterrupted by other forces, the axial and central growth would produce a star-shaped city with an ever-increasing demand for additional opportu-

* Superintendent of Keney Park, Hartford, Conn.

nities for business at the center, and with the rays of the stars always extending outward. The interspaces between the rays are comparatively of little value. However much this principle of development may be modified by the topography of the ground, or by local circumstances, yet it is the force underlying the development of all cities, and it is, with it all, a true evolution, for it consists in a continuous redistribution of matter and force. All this has to be most carefully considered in the location of a civic center. It is possible to plan such a center as to make it an obstacle to the city's growth and a nuisance in business affairs, even as parks are when they interrupt a main place. It is evident that a civic center must be placed between the radial lines of development, or if it crosses thoroughfares of travel it must be arranged so as not to interfere with them. It ought not to intrude upon the business center, but it should be in juxtaposition to it. It must not interfere with that for which our modern cities represent, commercialism and industrialism. It must be subordinate to them.

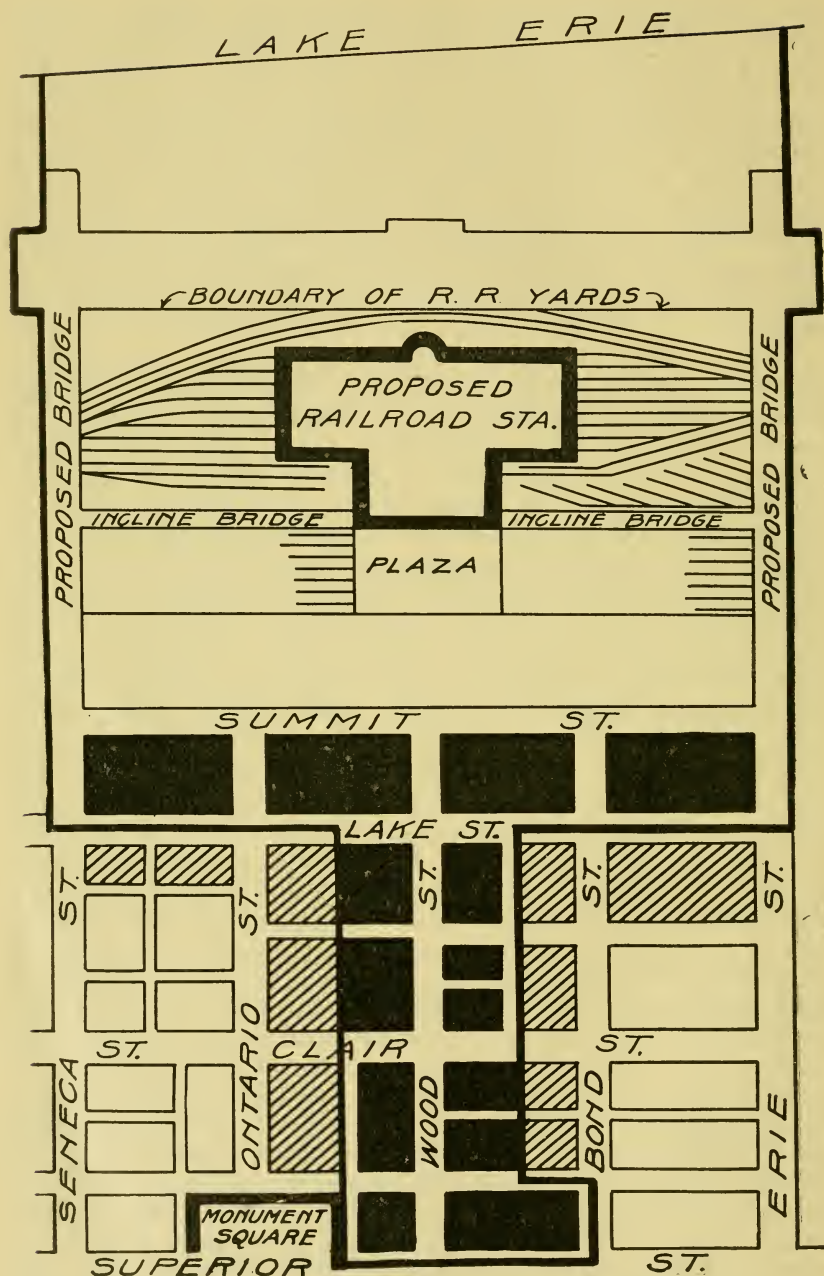
From earliest times, all have agreed that to mass at the central or most conspicuous point of the city the public or quasi-public buildings, needed by the public or the people, was the most effective method of dignifying the city and emphasizing its greatness. True, this is more common and obvious in the case of the older cities, for modern cities are no longer merely fortresses, court residences, or cathedral cities, and therefore we may forget that civic centers are as much needed now as then. In those old towns it was rarely that the especial fitness of the site for buildings was the reason why they were built there, but they were located for the common convenience and pleasure of the citizens. Generally some focus was selected about which would be grouped the more important buildings to which they must resort. And therefore, while encircling ramparts may have been razed, and boulevards laid out in their place, though elected officials may have replaced the dynasty that built the palace, though the cathedral may be as neglected as formerly it was thronged, yet the same human nature and the same human convenience that made civic centers in the old cities will not be satisfied except by new centers being established in our work-a-day cities of the present century.

The plans of Nineveh, Babylon, and Thebes were as radically different from the Acropolis and the Forum as were these from each other, but all were alike in this: each was an expression of the civic life of its time and people, which could not have well existed without such a focus of its energies, and this was so because, its citizens being men and not brutes, their public life was highly organized. For similar reasons the mediæval cities did the same, and as one after another of the modern cities becomes self-conscious, they tend towards that more perfect adjustment of its public functions

and facilities which result in one or more civic centers. Human nature remaining the same, example is far more telling than argument, and of examples there is no end, a most interesting fact in this connection being that in each case as these civic centers develop they are more and more characterized by provision for the fine arts. It is very inspiring in this country that public opinion should have risen to the full realization of this great opportunity for our cities. The problem had been discussed for several years in Cleveland. The commission began its work by studying the movement from its inception and considering every suggestion which has been made and discussing the matter with public officials and citizens.

Cleveland, like nearly every city, had a business center already established. It was located around and about Monumental Square, where business was concentrated and several public buildings were located. From this spot radiated ten streets, which were the distributing arteries of greater Cleveland. Two things were apparent: if a civic center was to be created, it must be located near this business center, and it must not interfere with those streets which were pouring, daily, thousands of people into this business center. The conditions were met by taking the space in the angle between two radial streets, that is, Ontario Street, which connects the square with the railroad station, and Superior Street, the great eastern artery of Cleveland, including a strip of land of sufficient width between Superior Street and Lakeside Park for the location of the public buildings, with a court of honor between them, three hundred and fifty feet wide and one thousand feet long. Already several public buildings were located within this territory, and it makes ample provision for such additional buildings as may be necessary.

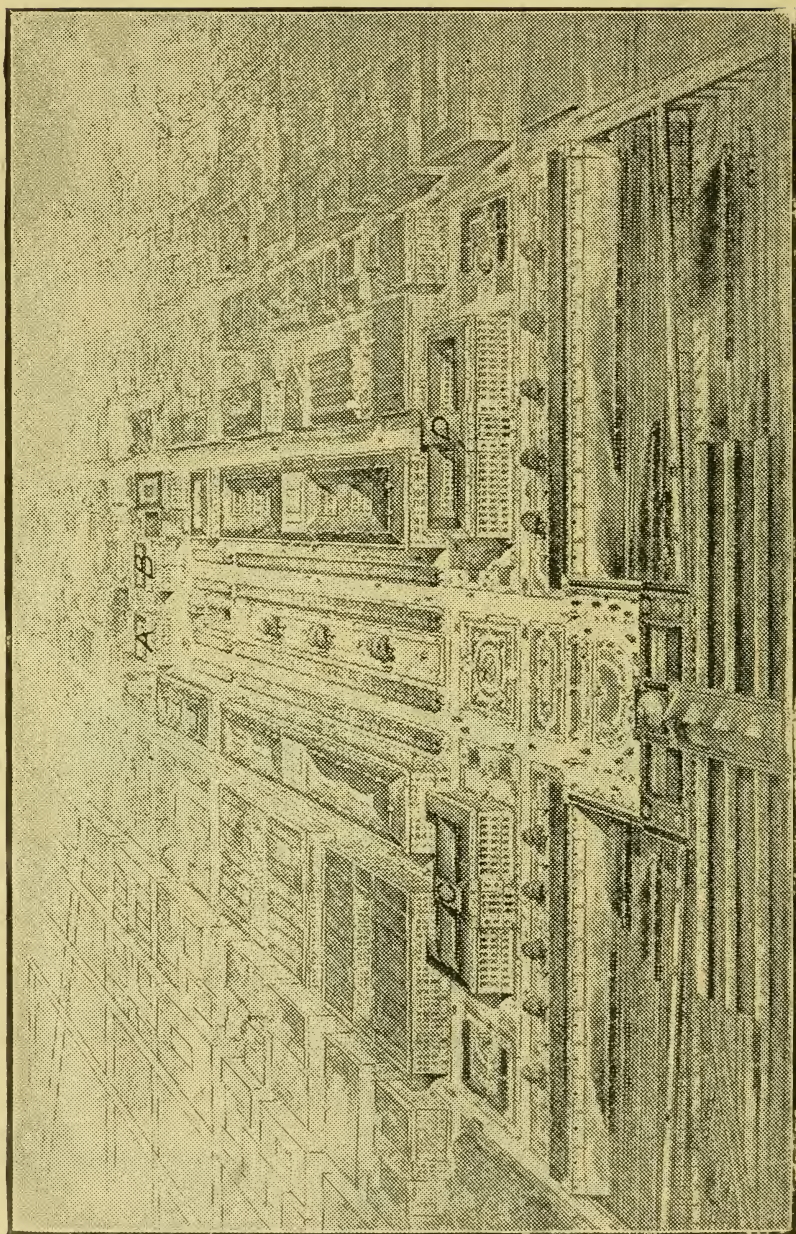
The Cleveland Commission describe their proposition, in part, as follows: The main axis running north and south from the new Federal building, the secondary axis running east and west along the lake front, the determination of the exact position of the main axis was of the utmost importance, as the width of the Court of Honor or Mall depends upon the relation of this axis to the rest of the composition and the amount of land required, as well as the cost of its development. The main axis is approximately on a line with the center of Wood Street, the Mall to be east and west of this axis; on the south end of the Mall, and on the east of this axis, a building similar in character and size to the post office, which will balance the post office and give absolute symmetry at the head of the composition. The treatment of the other end of the axis has required much study. With ideal conditions, the commission would have preferred to carry out the popular idea of a park and playground, with an open esplanade where Summit Street is today, the county courthouse and the city hall balancing each other on the sites already



MAP OF THE BUSINESS SECTION OF CLEVELAND OHIO.

Showing the territory included in the Group Plan scheme. The fourteen city blocks in black required for the Group Plan. The ten city blocks cross-sectioned required to control the development of property facing the Group Plan.

under condemnation; but the conditions are not ideal, and the ideal is not practical, for the reason that the railroad forms an insuperable obstacle, and the railroad cannot be removed. The future of Cleveland, its growth and prosperity, depends upon maintaining the railroad and in providing it with every legitimate opportunity to transact its business and to expand on parallel lines with the growth of the city. As long as the railroad remains on the lake front, no large park can be built on the reclaimed land and be made practical or artistic or a part of the rest of the scheme on the higher level. The railroad station is a building so large and important in its character, that it must seriously influence the composition if entirely or only partly within its limits. It is too important a building to be pushed one side, and should be placed in the center of the scheme and made architecturally one of the most beautiful and imposing features of the group plan. It will extend the business center towards the lake. If the railroad station can be made really a dignified and worthy monument, a beautiful vestibule to the town, it seems that it is a result worth achieving. The visitor then enters the city through a magnificent entrance into the most attractive section, and his first impression, which is usually the most lasting, will be favorable. The scheme should be attractive without depending too much on individual detail, and should not seriously interfere with any improved property of great value. The development of buildings on each side of this Court of Honor may be difficult to control, but the city, by its ordinance and the general interest in the matter, would cause the buildings to be developed on harmonious lines, so as to form a great vista and an imposing and ornamental architectural background. One or two mistakes on the part of selfish interest, which it may be difficult to control, would destroy much of the effect. It would seem of the greatest importance that the city should acquire all the land facing the Mall when purchasing the rest of the property needed for this improvement, and then should dispose of it under definite restrictions, so as to obtain perfect harmony in the development of the architecture. On the south end of the Mall, the post office and proposed library, symmetrically balancing each other; at the north end of the Mall, and on its axis, a monumental railroad station, the vestibule of the city; the Mall to be lined, if possible, with dignified and harmonious architecture, to join these two group of buildings. On each side of the Mall, next to the buildings and railroad, way is provided for the ordinary traffic approaching them. Two other avenues for the general traffic are provided, somewhat removed from the buildings and lined on either side by two rows of formal clipped trees, planted equidistant, with a sidewalk on the outer edge, and a gravel parking with seats and drinking fountain placed near the trees, the full length of the Mall. These virtually form a universal park where adults can rest



GROUP PLAN OF PUBLIC BUILDINGS OF THE CITY OF CLEVELAND.
 Birdseye View Looking South from Lake Erie. New Railroad Station in the Foreground.
 A, Library. B, Post-office. C, City Hall. D, Court House.

and children can play. The middle space between the inner row of trees is treated as a very simple parking, the center portion being depressed, forming a sunken garden, where statues and individual large trees alternate with each other. Flower-beds, fountains, and other accessories are introduced at various points. The fountain at the south end of the Mall is intended to be a monumental structure into which a play of water is introduced. This, with the two other monuments on the axis of the two main avenues, form subdivisions of the secondary court at the end of the Mall, and form an attractive foreground to the library and post office. The court itself is defined by the termination of the trees at this point, giving the effect of a big, open space, where flower parterres are introduced. This court, taken by itself, is a very important feature of the scheme, as it forms an immediate approach to two of the principal buildings of the group — the Federal post office and the proposed library at the north end of the Mall, and on the west and east axis of the county courthouse and city hall, the effect of an open square is obtained, with a rich treatment of gardens and an elaborate fountain. This feature, in connection with the approaches, terraces, and the steps leading to the buildings, is intended to give special character to that part of the plan without destroying its relation to the whole scheme. In a composition like this, uniformity of architecture is the first importance, and the highest type of beauty can only be assured by the use of one sort of architecture. It may not be remembered that the architectural value of these buildings does not alone lie in the immediate effect upon the beholder, but much more in the permanent influence on all buildings in that portion of the city. We believe that all the buildings erected by the city should have a distinguishing character, and there is no gain but a distinct loss in allowing the use of unrelated styles, or not any styles at all, in schools, fire, police, and other buildings. That it would be much better to hold the designing within certain lines for these buildings, and **uniform** architecture should be maintained for each function, which will make it recognizable at first glance.

The jumble of buildings that surround us in our new cities, contribute nothing valuable to life. On the contrary, it destroys our peacefulness, and destroys that repose within us which is the true basis of all contentment. Let the public, therefore, set an example of simplicity and uniformity, not necessarily producing monotony, but, on the contrary, resulting in beautiful designs, entirely harmonious with each other.

The city and county buildings cannot all be monumental, but they may have a distinguishing character that shall at once mark their purpose, and relate them to the main structures of the group. Only in this way, as is so clearly established by the records of centuries throughout the older cities of the world, can a great city also become a beautiful city.

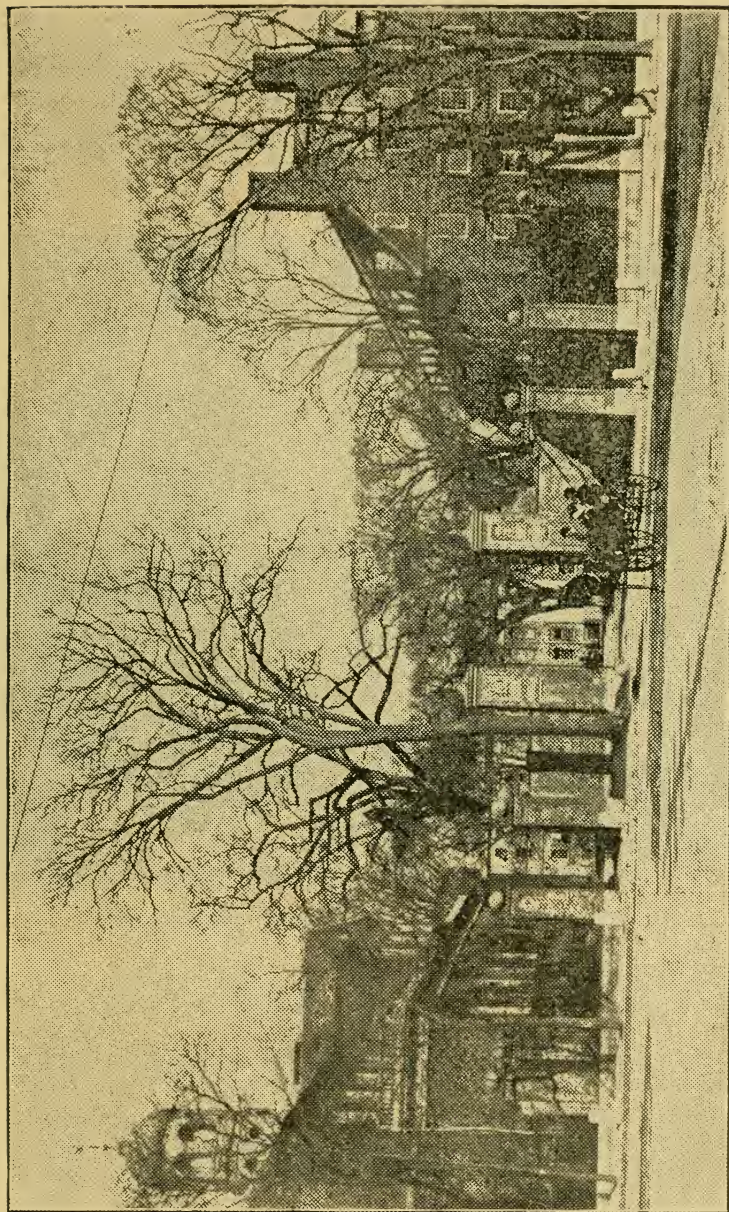
THE COLLEGE YARD — HARVARD UNIVERSITY.

BY ARTHUR A. SHURTLEFF.*

The taxpayer is often discouraged in looking to the Old World for examples of well grouped buildings or well planned cities. The majority of the imported designs which he is told to admire in photographs and plans are so bewilderingly elaborate and costly that except by the greatest reservations of the imagination he cannot reconcile them either to our own American needs or to our purses. He habitually pushes them aside, praising them, but mentally branding their advocates as visionary men who know little of American city requirements, and less of the difficulty of raising money in this longitude. Were it possible to present these photographs and plans to him shorn of all their unessential ornaments and reduced to a mere skeleton of building limits and axis lines, they could be interpreted then in terms of our own needs and money, and perhaps turned to immediate account. Evidently such an interpretation would be rendered still easier were it possible to study an actual group of buildings free from elaboration and adornment, either in themselves or their setting, and yet so admirably related to one another that the first principles of effective placing should be vindicated plainly in them without entanglement.

A hundred or two years ago, when the majority of public buildings in this country were simple architecturally, there was a general appreciation of the value of nestling related buildings near one another for their convenience and appearance. This appreciation was brought from the Old World with the colonies: It was a transplanting of one of the achievements of European civilization. When St. Augustine was settled, when Williamsburg was laid out, and when Washington was put on paper, everyone knew that however excellent a building might be in itself, it needed the visual support of all related buildings in order to appear at its best, and to give evidence of the practical service which it performed in the group. Money was spent as freely to accomplish these ends as to ensure lasting material and good workmanship in the structure of the building itself. These principles were not only understood, but they were carried out. In this regard Europe and America were one traditionally at this period. As the political separation between America and Europe widened, these traditions, among others, were lost to us. As time advanced new generations gave up the notion that buildings really related needed to be visually associated

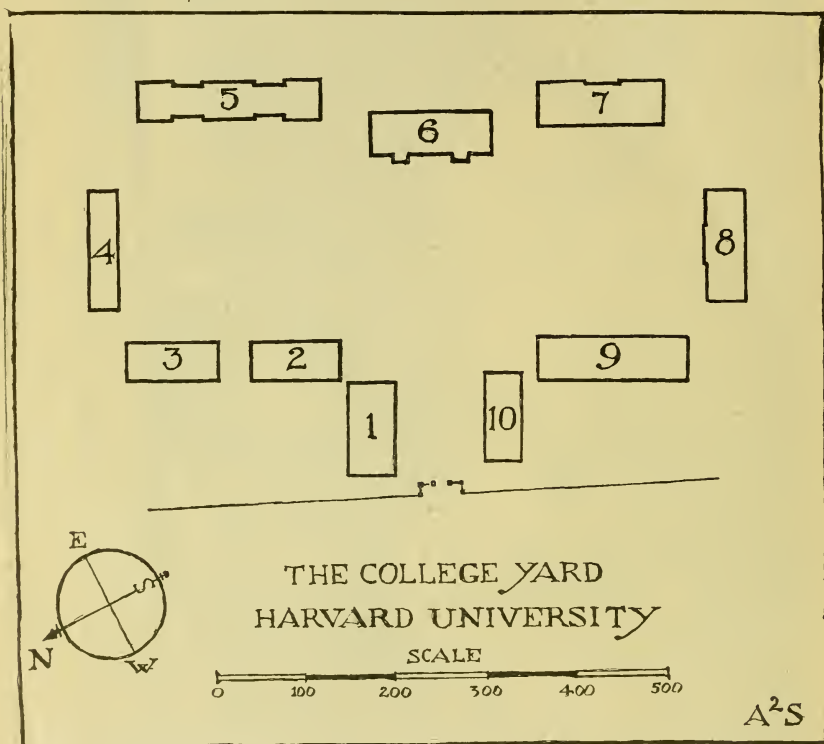
* Instructor in Landscape Architecture at Harvard University.



THE ENTRANCE TO THE COLLEGE YARD AT HARVARD.
View looking Southeast through the Main Gateway.

in an orderly and convenient array. We know well today what this sin of omission has done for us.

In attempting at last to correct this fault, we must return to the old traditions. This return may be accomplished in two ways: First, by a direct appreciation of those traditions as they have been splendidly elaborated in Europe, and second, by a similar appre-



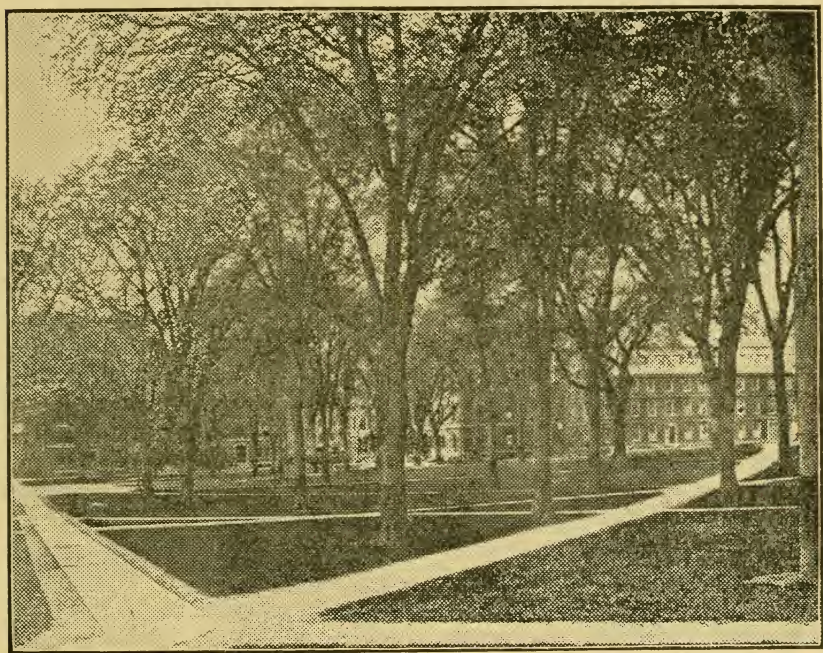
KEY TO PLAN.

- | | |
|--------------------------------|------------------------------|
| 1 Harvard Hall. 1672 and 1765. | 6 University Hall. 1812. |
| 2 Hollis Hall. 1762. | 7 Weld Hall. 1872. |
| 3 Stoughton Hall. 1804. | 8 Gray's Hall. 1863. |
| 4 Holworthy Hall. 1812. | 9 Matthews Hall. 1872. |
| 5 Thayer Hall. 1870. | 10 Massachusetts Hall. 1719. |

ciation of the same traditions as they were arrested in their simplicity upon our own soil a century or more ago, and still stand preserved in more or less perfection. It is better for us in many respects to draw our inspiration through the second course from our own landmarks. They are simple and they are comparable with the money which most of our cities can afford to spend to make a first start. Even though they may ultimately lead posterity to elaborations of detail as magnificent as those which bewilder us in

Europe, they assure us at once that a simple and right beginning will give immediate return in convenience and visual satisfaction. Moreover, the majority of these old transplanted designs are fundamentally good, and posterity is not likely to complain of us if we follow them.

Let us consider briefly one of these designs which was conceived in Cambridge, Mass., nearly two centuries ago, under English influence, for the grouping of the buildings of Harvard University. The group was finally completed, building by building,



THE COLLEGE YARD AT HARVARD, LOOKING SOUTHWEST.

about thirty years ago, in accordance with the old scheme, and constitutes the present College Yard. It is so admirable a unit that immediately the word Harvard is pronounced to one who has seen this quadrangle a strong and pleasing image of it comes to the mind. Without doubt the University owes a considerable share of its early success to the fact that among American Colleges her buildings, above all others, left upon beholders the most definite and most pleasing image for the mind to symbolize in this manner.

The accompanying plan and photographs of the College Yard represent this quadrangle as it stands today, after a lapse of over two hundred years, since the first building was erected upon its

borders. There is certainly nothing novel in the scheme upon which these buildings are grouped. Their placing was so much a matter of commonplace in the days before the Revolution that almost no documentary record was made of it. Nevertheless, the persistency with which the scheme was carried out quarter century after quarter century, indicates the important place it held in the minds of the upbuilders of the young university. This is the first lesson to be learned from this example — that a scheme was made at the outset and persistently followed.

The second lesson to be learned from this quadrangle concerns the position and architectural character of the chief building in the group — University Hall — (No. 6 on the plan), the administration building. It stands prominently opposite the axis of the main entrance. This prominence is further supported by the advanced position of the front line, together with the somewhat imposing design of the structure and the light color of the stone of which it is built. To maintain this distinction, the other structures are plainer in design and quieter in tone; in other words, there is no rivalry among the lesser buildings. The eye is attracted strongly by one building only, and that one stands on a critical line at a critical point, and performs a critical service in administering the functions of the other buildings. The other buildings support it practically in a manner comparable with the support which they give it visually.

The lesser buildings are so placed that the entire front of each one faces the quadrangle or its main approach — there is no blanketing of one façade by another — and at the angles of the yard overlapping of the building ends is also avoided. Adjacent buildings are sufficiently far apart to allow proper entrance for light and air, but these open spaces are not so wide as to endanger the visual bonding of building to building, or to waste valuable space. Taken as a whole, the group forms a quadrangle with its longer sides so related to the meridian that the sun reaches a maximum number of window surfaces during the day. The proportions of this open space are generally considered pleasing, inasmuch as it is neither so narrow as to appear like a street, nor so wide as to lose the dominance of one axis over another. The height of the buildings, which is nearly constant, seems agreeably related to the width of the yard. The surface of this quadrangle is essentially level.

No indication is given upon the plan of the positions of the elm trees which roof the yard, carrying the eave-lines of one rank of buildings across to the other by an arching canopy of foliage, but the photographs show their general distribution. These views also indicate the scheme of border and cross-cut paths which connect the buildings without seriously marring the general carpet of green-sward which forms the yard floor.

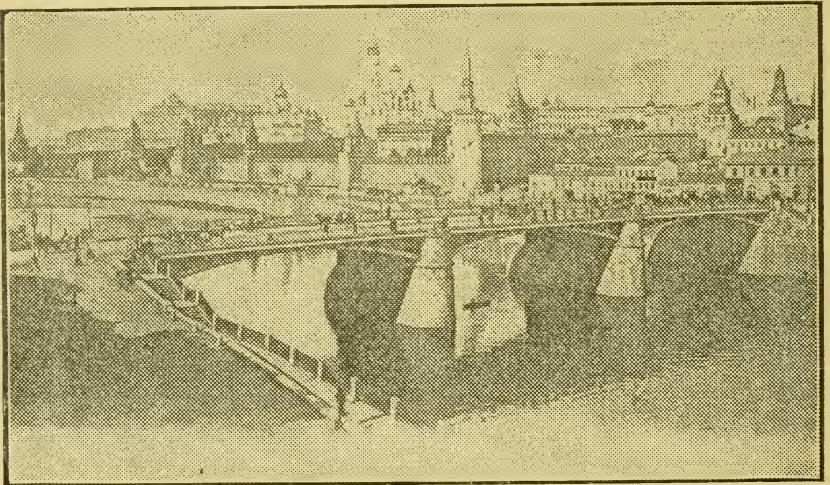
This plan is at least free of monuments, fountains, gazeebos, statuary, parterres, and other details of elaboration which distract the eye of the American abroad or the American before the photograph album, leading him to overlook wholes in admiration of parts. Such details are often needed, but finally rather than at first in most instances. If the main scheme is right they may at last find happy places in it, but if the main scheme is wrong they cannot redeem it.

CIVIC CENTERS IN EUROPE.

BY MILO R. MALTBY.*

In preceding articles, a rapid survey has been made of Berlin, Paris, and Vienna — three of the leading capitals of Europe, which have a widespread reputation for civic art. In each case it was seen that the grouping of public buildings has thoroughly been considered and adopted as a basic principle. It was also pointed out that the beauty of each city was due largely to the effective grouping of structures, possibly more than to the artistic merit of the structures themselves.

It is important, therefore, at this point, to ascertain how gen-



KREMLIN — MOSCOW.

erally the civic center idea has been adopted and whether these three cities are isolated instances or merely those in which the idea has been given expression most effectively.

Let us begin in Russia with the two leading cities, St. Petersburg and Moscow. The Kremlin, Moscow, is to the Russian what Unter den Linden is to the German — the center of the political and religious life of the Empire. Situated in the center of the city, upon a prominence which makes it visible from every direction, and within immense walls which give it the appearance of a fortress, it contains the principal buildings of the city. The most important are the Grand Palace, the Senate, Arsenal, Museum of Armor, Petit

* Assistant Secretary of the Art Commission of the City of New York.

Palais, Synode, and a number of churches, convents, and cathedrals. Here are buried many of the political and religious rulers of Russia, making a Russian Westminster Abbey. The churches are filled with historic relics and sacred icons. No Mecca could be more sacred or more inspiring of patriotic fervor.

In St. Petersburg, the principal center lies upon the Neva. The Admiralty, with its towering spire and surrounding gardens, is the focus. Immediately to the east is the spacious Winter Palace — the Royal residence of the Czars. Further on is the Ermitage, containing that wonderful collection of art which has no superior in Europe. Upon the other sides of the spacious square, are the Imperial Archives, the Ministries of Foreign Affairs and Finance, the Administration Building, the residence of the governor of the city, and the Ministry of War. Upon the west are the Senate, Synode, Cathedral of Saint Isaac, and the Barracks. The artistic value of this center is below that of the Kremlin, but it proves that the builders of St. Petersburg perceived the wisdom of grouping. There are other creditable centers to which reference might be made. The smaller Russian cities have also progressed, as evidenced by Nijni-Novgorod, Helsingfors, Kiev, and Warsaw.

Now to Spain! Madrid, as St. Petersburg, is a king-made city. Even down to the middle of the eighteenth century, it was known as the dirtiest city in Europe. Under Philip II. its reconstruction was begun, and his successors have carried the work forward. There are two important centers about a mile apart, each bordering upon a large park. The focus of the one on the west is the imposing Royal Palace, and near by are the Armeria, with its world-renowned collection of arms and armor, the new Cathedral, Royal Theater, Senate, Ministry of the Marine, Royal Stables, and several other buildings of less importance. In the neighboring parks and open spaces there are numerous fountains, statues, and historic monuments. The eastern center is more elaborate, extending from the Southern Railway Station to the National Library and Museum, Mint, and Palace of Justice on the north. Between these two ends, connected by a spacious tree-lined Boulevard, are the National Museum of Painting and Sculpture, Ministry of War, Museum of Artillery, Royal Academy, Exchange, Spanish Bank, and a host of smaller buildings, not to mention the numerous works of art scattered about — making one of the most artistic centers in Europe.

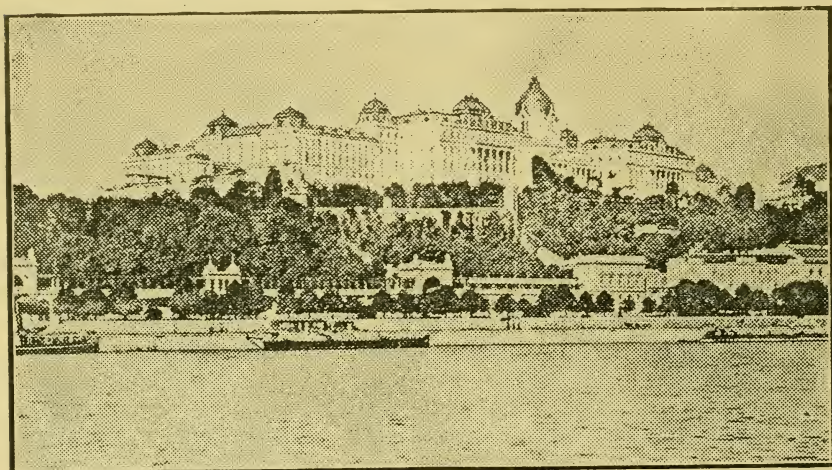
In Italy it is only necessary to recall the well-known Piazza of St. Mark, Venice, bounded by the Ducal Palace, the Church of St. Mark, the Library, and the Palaces of the Procuratie; the Piazza della Signoria, Florence, and the Piazza of St. Peter and the Quirinal and the Capitoline Mounts in Rome.

The French cities follow Paris, and the imitation is so close that one may say that as Paris has done, so has France. When

Paris takes snuff, the other cities sneeze. The towns which best illustrate the advantages of grouping are Nancy and Lille.

In the Netherland, there is the fine Grand' Place in Brussels, with its Gothic Hotel de Ville and Maison de Roi, directly opposite each other. Elbowing these and constituting the bounds of the square, there are the ancient guild halls, dating back to the sixteenth and seventeenth centuries, when the guilds, comparable to our trade unions, ruled the city with a vigorous hand. These halls have recently been restored, and to a considerable extent the Grand' Place looks the same as two centuries ago.

Of German cities, I have as yet mentioned but one, Berlin.



NEW ROYAL PALACE—BUDAPEST.

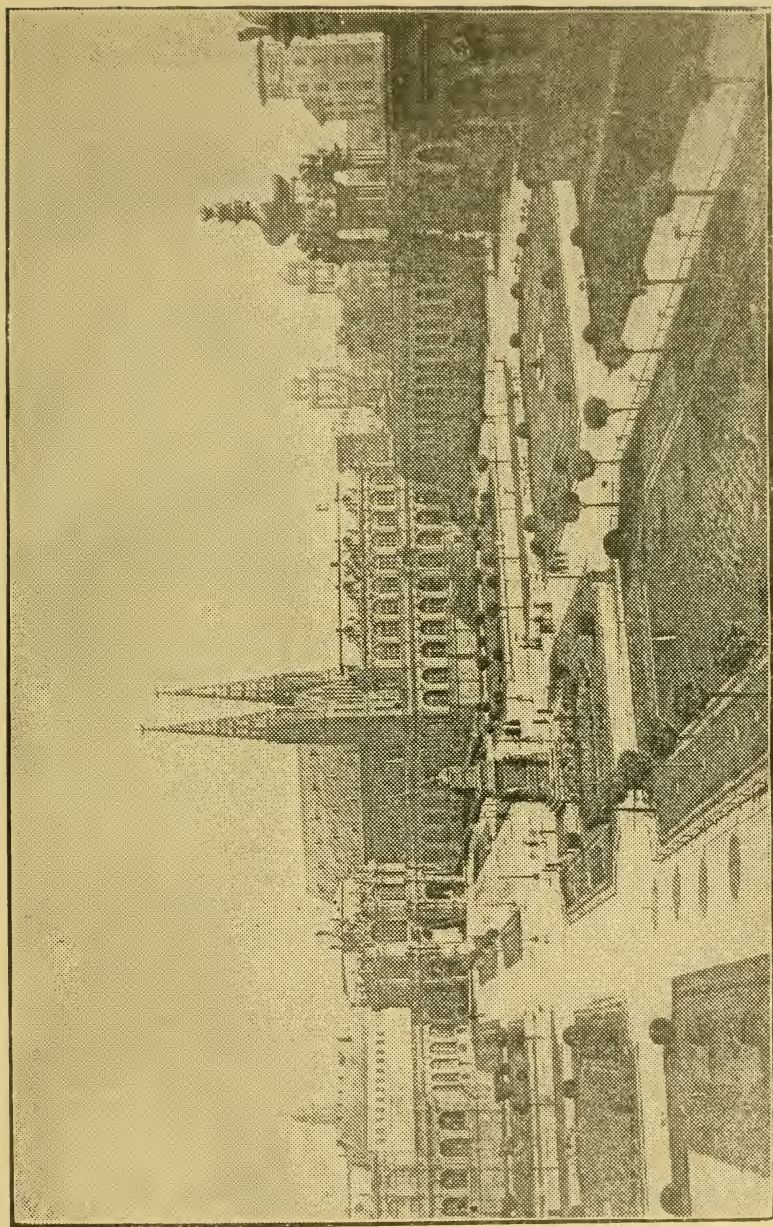
An Enormous Group, Containing a Multiplicity of Departments.

The reason is not that there are no others, for there are several of considerable importance. In Dresden, for example, the spacious Zwinger, with its several museums, gardens, monuments, and fountains, is a civic center in itself, but it is attended by the Royal Theater, the Court Church, the Royal Palace of the King of Saxony, the Princes Palace, Protestant Church, and Royal Stables. Bremen, Breslau, Hanover, Munich, Strassburg, and several others are equally worthy of extended notice. Stuttgart boasts of a group that rivals Berlin both in extent and artistic merit.

Crossing the channel to London, one finds, as he expects, less of orderly arrangement in the older towns, for it is the Englishman's weakness (doubtless his strength often) to cling to the past, to patch up, rather than to tear down and build anew. Still a center is gradually being perfected, extending from Trafalgar Square to Westminster Abbey and the Houses of Parliament. The Admiralty,

Protestant Court Church.

Princes Palace.



Frederick Augustus Monument. Zoological Museum. Mineral Museum.
VIEW FROM ART MUSEUM, OF A PORTION OF THE ZWINGER, DRESDEN.

Royal Palace.

Treasury, Guild Hall, and Foreign, Colonial, India, and Home Offices have long occupied sites upon Whitehall. Buildings are now being erected for other government offices, and there is a definite plan to complete and extend this group, as structures are needed. There are several other changes in different parts of the city.

Birmingham has done more than any other provincial town. Upon an elevation, not far from the business center, about open spaces occupied by statues of noted men and women, there have been grouped the Town Hall, Library, Art Gallery, Museum, Council House, Post Office, Revenue Office, and several other buildings of an educational and semi-public nature.

The lesson from all these facts for every American city, is the need and wisdom of comprehensive planning upon broad lines and for decades to come. A little foresight *now* will yield large dividends in art and economy in the years *to come*. When Central Park was purchased, for a sum which seemed extravagant at that time, but pica-yune now, there were plenty of people to condemn the act. The city will never grow to reach this suburban park, they said. That was half a century ago, and now the city pays vastly more for one block upon the East Side for a small park or playground. New York is profiting by this experience. Must other cities follow in her footsteps, or will they see her mistakes and act in time?

WASHINGTON CITY.

BY GLENN BROWN.*

Washington City has the distinction of being the first city planned, as it was in 1791, as the Capital of a Great Nation. Other capital cities have grown from villages to towns before expanding into cities. Thus dignified lines have been hampered by the original streets and the location of more or less important buildings.

Many cities, after the country which they represent has grown in power and wealth, have attempted to remedy at great expense this want of an original design. Paris is the most notable example; London, Berlin, and other cities have expended enormous sums in attempts to rectify their want of a harmonious original plan.

The grandeur of scale, as well as the character of the scheme which our forefathers approved, clearly indicated their confidence in the future prosperity of the United States.

The magnificence of the scheme was for fifty years a source of ridicule at home and abroad, while now it is a cause for congratulation, as it is acknowledged the best plan for a large city that has been devised.

L'Enfant secured the maps of all the principal cities of Europe before beginning his work, and in close consultation with George Washington made and revised his plan.

A reference to the maps of the various cities of Europe, as they appeared in 1700, proves that L'Enfant obtained from these maps only isolated suggestions for the treatment which he adopted.

The Paris of today suggests more forcibly than other cities some of the marked features of the Washington map. All of these features were introduced at great expense seventy-five years after the map of Washington was completed.

One of the first questions which presented itself to L'Enfant was the possible number of residents in such a city. London in his day had 800,000, and Paris 600,000 population.

These cities represented the capitals of the most powerful countries in the world at that period. With this data before him he fixed the area of the new city at about sixteen square miles. This would accommodate about 800,000 people, based on the population per square mile of Paris.

The boldness and foresight of these city makers may well surprise us, as the population of the United States at that date was 4,600,000.

* Secretary and Treasurer of the American Institute of Architects, Washington, D. C.

The next problem was the selection of sites for the principal buildings and monuments, and their location so as to enhance their effect and make them the crowning feature of the landscape.

The unique and distinctive feature of Washington, the numerous focal points of interest and beauty from which radiate the principal streets and avenues, was not suggested by any of the cities of Europe. Sir Christopher Wren, after the great fire in London, 1666, made a map for rebuilding the city of London, and in it, as far as I can find, is first indicated several points from which streets radiate, with a reciprocity of sight between the principal points of importance.

Although this London plan was never executed, the map was published in the various books on London, and was accessible to Washington and L'Enfant.

The radiating streets of the Capital City, apparently, must be attributed largely to George Washington, as he was familiar with Annapolis, laid out on a limited scale from Wren's map of London, and when a young surveyor, he laid out near Connellsville, Penn., a small town with radiating streets. The landscape work of the great French landscape architect Le Notre undoubtedly influenced L'Enfant in his suggested treatment of the Mall and Parks.

The design indicated a comprehensive study of the streets so arranged as to make effective distant vistas of the buildings, columns, fountains, and arches proposed, as well as to give the most direct access for business or pleasure; parks located so as to enhance the buildings and other art structures, and give opportunity for pleasing views upon near approach; the grouping of buildings along the Mall so as to produce harmonious and artistic effects as well as to serve best for utilitarian purposes. I beg leave to quote in relation to the Mall, from my History of the United States Capitol:

"The more the scheme laid out by Washington and L'Enfant is studied, the more forcibly it strikes one as the best. It is easy to imagine a vista, through green trees and over green sward 400 feet wide, beginning at the Capitol and ending at the Monument, a distance of nearly a mile and a half, bounded on both sides by parks 600 feet wide, laid out by a skilled landscape architect and adorned by the works of capable artists. Looking from the central open space across the park a continuous line of beautiful buildings was to have formed the background. They were not to have been deep enough to curtail the artistic or natural beauties of the park or to encroach upon the people's right to air space. By this time such an avenue of green would have acquired a world-wide reputation if it had been carried out by competent landscape architects, artists, and sculptors, consulting and working in harmony."

The radiating streets, with their central points of interest, were

laid out as designed, the Capitol and the White House were located on the sites selected for them. After Madison's administration the idea of the founders was apparently forgotten. The noble approach to the Capitol and the imposing vista planned through the Mall was ignored. Imposing monumental buildings, instead of being located as suggested for monumental effect and utilitarian results, have been built haphazard, here and there, with no suggestion of grouping or harmony and without artistic results. Vistas, one of the beauties of the original plan, have been destroyed and ignored.

During the convention held in Washington, December, 1900, the American Institute of Architects had for their principal topic of discussion the "Future Grouping of Government buildings and the Park Treatment of Washington City." Many of the bright men of the profession, after seven or eight months consideration, prepared papers on the subject, and all agreed that we should go back to the fundamental principle laid down by L'Enfant. At this meeting a committee was appointed to call the attention of Congress to the urgent need of a commission to formulate a scheme for the future grouping of Government buildings and the treatment of the parks, so as to be in harmony one with the other, and thus attain a grand artistic result as a whole. Senator McMillan, with a broad foresight of the necessity of such study and a keen appreciation of the fact that only the best men should be selected for such a commission, acted upon the suggestion of the Institute and appointed D. H. Burnham and F. L. Olmstead, Jr., giving them power to select a third man, who it was well known would be Mr. Charles F. McKim. In a short time after its organization the Commission added Mr. Augustus St. Gaudens to their number, so as to obtain his advice on sculptural matters. This was an ideal Commission — a Commission of education, experience, refinement, executive ability, all of whom had shown themselves by their executed work to be men of capacity and able to handle the broad subject which was submitted to them for study. A successful and artistic solution was never doubtful after it was placed in their hands.

The Park Commission entered zealously upon their work as soon as they were appointed, and prosecuted the work with enthusiasm. The result is all that could have been expected, and our expectations were high.

The plan as presented re-establishes the importance of the principles of the L'Enfant map.

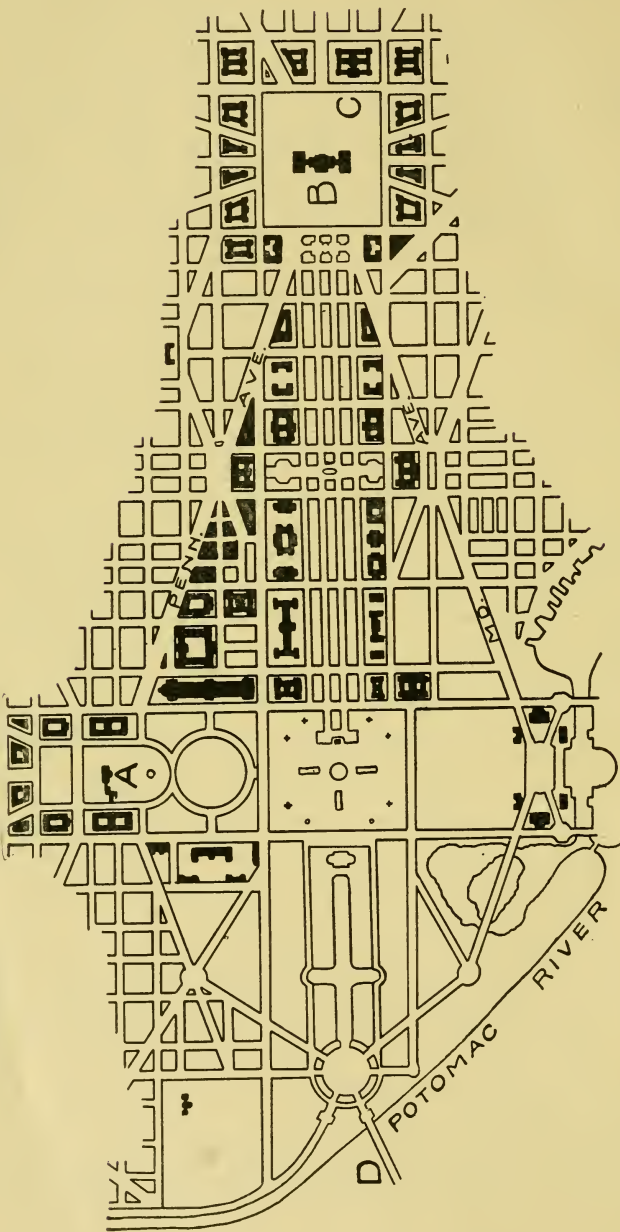
The growth of the city, the reclamation of the flats, and the additional park areas have given the Commission ample opportunity for original study and design so as to bring the whole in harmony with the original scheme.

The broad principles of the scheme consists in emphasizing

Legislative Group.

Executive Group.

Lincoln Memorial.



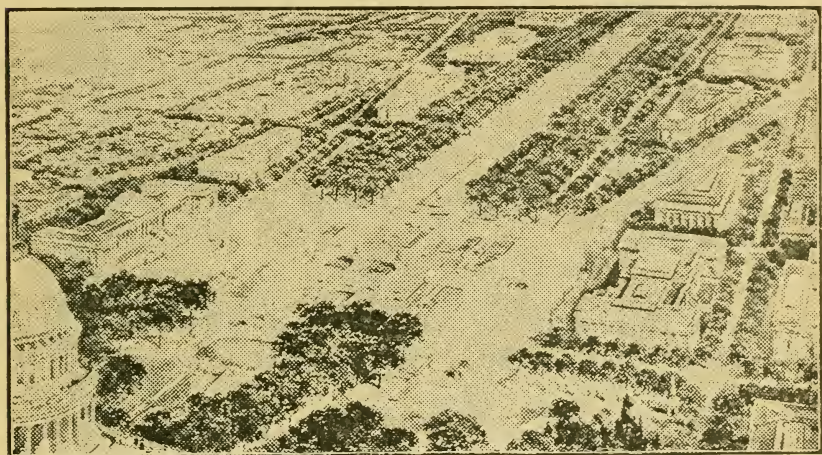
Monument Garden.
Washington Common.

GROUPING OF PUBLIC BUILDINGS AND MALL SYSTEM FOR WASHINGTON, D. C.
A, White House; B, Capitol; C, Congressional Library; D, Memorial Bridge. Proposed Public Buildings in Black.

the principal points of interest: the Capitol, the Washington Monument, the White House, the Lincoln Memorial, and the Memorial to the Constitution makers. Around the Capitol Square are grouped buildings having direct relation to the Legislative Department; around the White House Square (Lafayette Square) are grouped buildings for officials of the various executive departments; museums and scientific departments are grouped north and south of the Mall, while on the south of Pennsylvania Avenue it is proposed to group municipal buildings and semi-public buildings.

The Monument is given a scale and dignity by a treatment of terraces, planting of elms and formal gardening.

The area between the Capitol and the Monument is treated in a



VIEW SHOWING THE PROPOSED TREATMENT OF UNION SQUARE, AT THE HEAD OF THE MALL, WASHINGTON, D. C.

formal manner, while north of the Monument it is treated as a forest.

The two models exhibited by the Park Commission, one showing the Mall as it is at the present day, and the other as they feel it should be treated and as Washington laid it out on his map, are graphic and interesting.

The first model brings to our attention how completely a good plan can be ruined by the want of proper sympathy and lack of knowledge of no doubt well-meaning and intelligent people. Each individual park and each individual building is located and laid out as if it was the only object to be considered, both buildings and parks are belittled, dignity and interest lost. This is to be wondered at when we remember the plan of L'Enfant was continuously in possession of the park makers and builders. The view from the

Monument to the Capitol is over a tangle of trees and past a jumble of buildings with no relation to each other, each marring the effect of the other. The trees in themselves are, of course, beautiful, but so planted that they cannot be enjoyed. Looking from the Capitol, in the foreground is the unsightly Botanic Gardens, and then the Pennsylvania Railroad Station, and again the tangle of trees, with no system in its design. This model also depicts very graphically the haphazard method of selecting sites for Government buildings, without any effort at unity or harmony of grouping, and the ruthless destruction of vistas, which was the fundamental, unique, and distinctive feature of the original plan. It is impossible to understand the ignoring of the simple and dignified grouping suggested on the L'Enfant plan or the destruction of the vistas. One example which may be seen in the Library of Congress, cutting off and belittling the Capitol; and another the War, State, and Navy building, obtruding past the White House. The destruction of park effects by inharmonious structures with their rear on the parks is well illustrated by the Army Medical Museum.

The prominence of the new City Post Office on Pennsylvania Avenue is brought forcibly to our attention on both models of the city, and the fact is noted that it is out of harmony with its present surroundings, and hopelessly incongruous in connection with those of the future.

The model of the Mall showing the suggested treatment of grouping of future buildings is a great object lesson, demonstrating what may be accomplished by simplicity, dignity, and a similarity of treatment in and a simple grouping of classic structures, emphasizing the points of interest, not belittling them by an attempt to make prominent each individual structure, but so locating and designing the main features, the Capitol, the Monument, the Lincoln Memorial, the Executive Mansion, and the Memorial to the Constitution makers, as to make all landscape and buildings lead up to these structures and make them dominate the system.

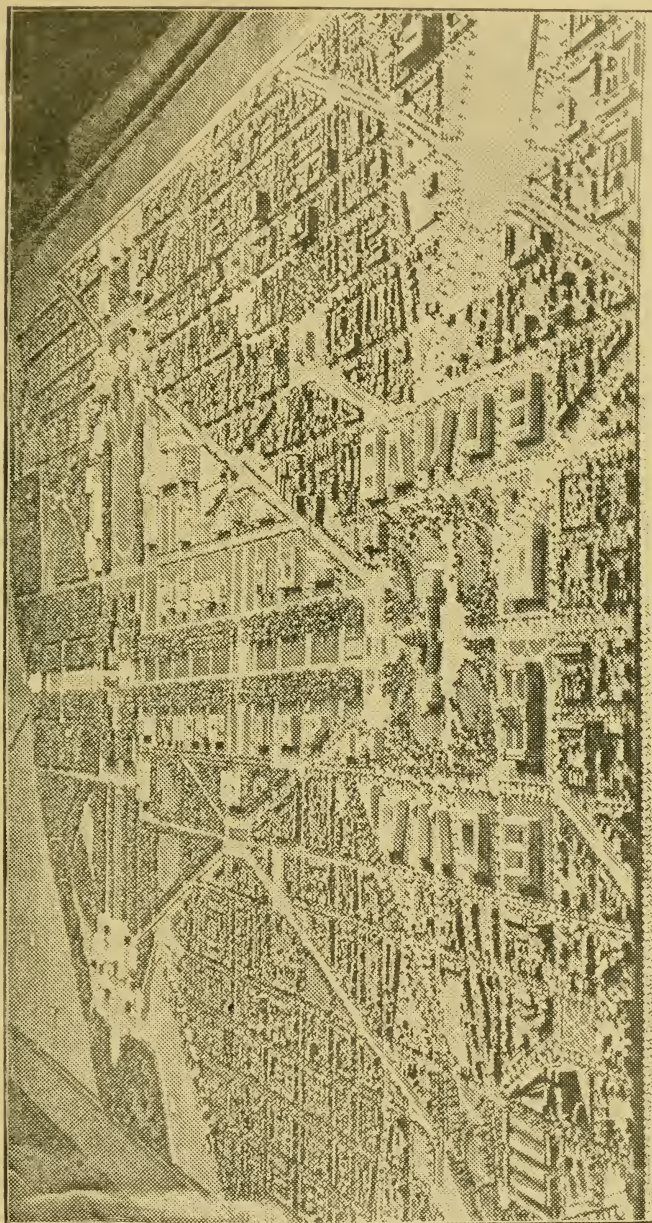
Since the report of the Park Commission was presented, the following buildings have been authorized by Congress to be located in conformity with the plan: The Union Station, the Office Building for the House of Representatives, the Office Building for the United States Senate, the Building for the Department of Agriculture, the Building for the National Museum, the Municipal Building, and the Hall of Record. The George Washington University and the Daughters of the Revolution have also adopted designs for their new buildings which are in conformity with the plan.

This shows a very satisfactory progress, but it is felt that Congress should approve the plan as a system, and not run the risk of having some building erected or some park treated in such a way as to endanger or ruin the future beauty of the whole scheme.

Washington Common.

Lincoln Memorial.

Executive Group.



Union Station.

MODEL OF THE MALL AT WASHINGTON, D. C., SHOWING TREATMENT PROPOSED.

LOOKING WEST.

HARTFORD PRESS :
THE CASE, LOCKWOOD & BRAINARD COMPANY.
1904.



NA9050F04 BOSTON UNIVERSITY
The grouping of public buildings. BOSS
1 1719 00313 6845

DO NOT REMOVE

CHARGE SLIP FROM THIS POCKET
IF SLIP IS LOST PLEASE RETURN BOOK
DIRECTLY TO A CIRCULATION STAFF MEMBER.



Boston University Libraries
771 Commonwealth Avenue
Boston, Massachusetts 02215

